

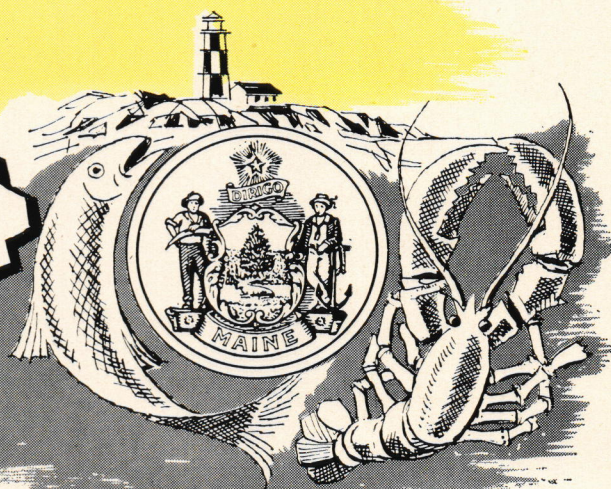
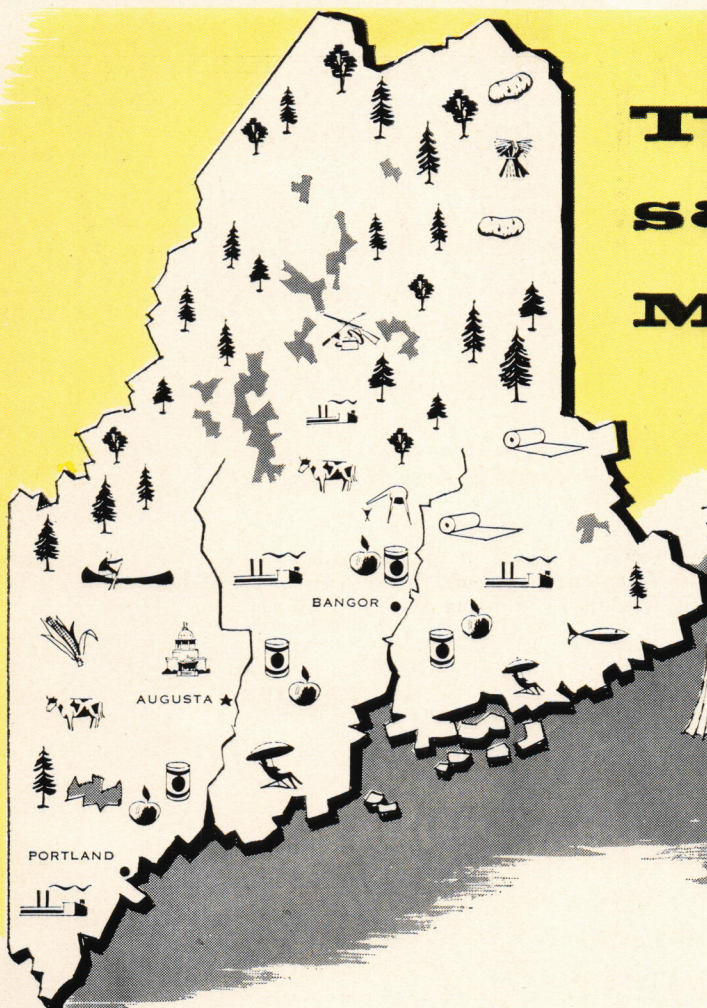
An aerial photograph of Washington, D.C., featuring the U.S. Capitol building in the foreground. The Capitol's iconic dome is prominent, surrounded by its extensive wings. To the right, a large, modern, multi-story building with a grid-like facade stands out against the older architecture. The surrounding cityscape is visible in the background, with various buildings and streets. The overall tone is historical and documentary.

THE **T** INTERNATIONAL **eamster**

AUGUST 1955

**Teamsters' New Headquarters in
the Shadow of the Nation's Capitol**

Teamsters salute MAINE



MAINE, "The Pine Tree State," derives its name from an ancient French province and, like the country which contributed the name, it has had a turbulent political history.

No one is sure just when Maine's civilized history should begin. Some students of history are certain that Leif Ericsson first discovered Maine in about the year 1000 A. D.

Other historians credit John Cabot in 1498 and there are assurances that during the 16th and early 17th centuries Maine played host to many explorers, notable among them being Giovanni da Verrazano (1524); Estanban Gomez (1525); Simon Ferdinando (1597); John Walker (1598), and Bartholomew Gosnold and Bartholomew Gilbert (1602).

John Smith explored and mapped the coast of Maine and gave to the territory the name New England. The land was first settled by the French, then the English, then by both. Later Massachusetts claimed much of the territory and held it for many years.

In 1853 Maine acquired from Massachusetts for a sum of \$362,500 the latter's claim to all land in the disputed area, that which the "Bay State" had gradually ceded between 1652 and 1658.

Although Maine was the sixth of today's states to be settled, it was the twenty-fourth to be admitted to the Union. The admission came in 1824.

The rock-bound territory in the far north eastern tip of the nation was at the same time wrecked and beautified by the glaciers sliding down from Canada. Today the coastline is only 225 miles long at the shortest points, yet because of projections and indentations it measures not less than 2,500 miles.

The beautiful summer resort and vacation land is adorned with about 1,600 glacier-made lakes which abound with fish and provide untold quantities of present and future water power where they empty into rivers.

Maine ranks 38th in area and 35th in population among the various states. Its population (913,777 in 1950) has been steadily but never spectacularly climbing down through the years.

Maine, of course, has always been used as a sort of "political barometer" since it is the only state to hold its elections in a month (September) other than November. As soon as the votes in Maine are tabulated, a wave of speculation from both sides of the political arena is touched off.

Another electoral oddity of Maine is the retention of the "plantation" as a political subdivision. The plantation was a governing unit in many states in Revolutionary days but Maine is the only state still using it today. This unit is organized from an unincorporated township having at least 200 inhabitants.

Maine has a fine educational system even though 667 of its 1,679 school buildings, more than one-third, are one-room buildings.

In value of products in 1950, paper and wood led the state followed by textiles, shoes and food processing. There were 1,409 manufacturing industries in the state in 1949 with products valued at \$844,176,289, employing 113,143 persons. About 51 per cent of the population above 14 years of age was in the work force with 12.4 per cent of the employed males engaged in agriculture, 7.3 per cent in construction, 34.4 per cent in manufacturing and 23.1 per cent in transportation and trade.

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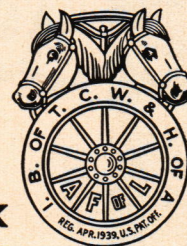
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THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

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POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)



Letter from General President **DAVE BECK**

National Headquarters Building

WE opened our new building the morning of July 5.

I would like to review some of our progress since we started this construction and outlined plans for increased service to our present members and our future work schedules that its facilities make possible.

I assumed office along with my associates constituting the present International Executive Board on December 1, 1952. I immediately proceeded to change our headquarters from Indianapolis, and to get under construction our International building that had been designed in 1950. Arrangements were made for the architects Holabird and Root and Burgee to bring the plans up to date. Bids were asked for from contractors and construction work was started March 17, 1953.

We arranged for temporary offices in the new building of the Letter Carriers, and signed a lease. We moved from Indianapolis to Washington February 1. Many changes of personnel were made to staff the new headquarters in Washington and in the field; organizers were assigned to territories in line with planned organizing procedure and increased staff personnel was transferred to or hired at Washington.

My secretary, Ann Watkins, who had been with me in Seattle since 1925, moved to Washington in December 1952. Einar Mohn, of our organizing staff located with headquarters in Los Angeles and San Francisco, moved to Washington as my assistant. Berniece Heffner, national secretary-treasurer for 20 years of the A. F. of L. Government Employees International Union, resigned her office and on February 1, 1953, was named secretary to Mr. Mohn. She also handles the duties of Personnel Director.

Robert L. Graham, administrator of the Western Conference for several years, and with Einar Mohn thoroughly familiar with my organizing conference and trade division techniques, resigned his Western office and moved to Washington as assistant to Mr. Mohn.

The national conference program was initiated and plans developed

to establish four geographical divisions. Vice President Frank W. Brewster was named president of the Western Conference. The Central Conference was later set up and Vice President James R. Hoffa was named president. Similar procedure was followed as soon as possible in the East, Vice President Edward Crumbock being named by me as president. He later resigned and I selected General Organizer Thomas Flynn to succeed him. Murray W. Miller, our general organizer with headquarters at Dallas, was named president of the Southern Conference of Teamsters.

The program of organizing in the four conferences, under the supervision of the four conference presidents was initiated. Financial matching programs between the International Union and the four conferences were inaugurated that provided for immediate organizing expenditures of approximately \$150,000 a month spread over the four conferences. With the conferences functioning we then proceeded to supplement our national conference organizing structure by the establishment of National Trade Divisions that would operate on a national level by working with and correlating the work of the conferences and their trade divisions. With the trade divisions in each conference cooperating, this provided the National Trade Division with the facilities necessary to operate as a clearing house.

The Montgomery Ward contract was the result of such a cooperative program between the National Warehouse Division and the conferences and their regional warehouse divisions. We have now four functioning National Trade Divisions and in a short time we will have ten. They will be the clearing house on a national level of the four conferences and their trade divisions representatives from each of the conferences will be represented on their national executive and policy boards to survey their trade field in the United States and Canada. They will set up the machinery of organizing and cooperation on common problems. These National Trade Divisions will have headquarters in our Washington office.

We established a national publicity and promotion department in Washington under the direction of Edward T. Cheyfitz. This department will be expanded and will associate very closely with the work of our National Legislative Division.

The National Legislative Division will operate with headquarters in Washington and will handle legislative work associated with Congress and the various executive offices on a national level such as the Labor Department, Interstate Commerce, C.A.A., and all other national divisions of Government touching our membership's welfare. The National Legislative Division will set up the plan to establish state legislative departments and through the four conferences devise a functioning plan to correlate on both a national and state level. The first meeting of this legislative division should be held this fall. The director will be named this month.

We have perfected the preliminary work of the National Legal Division and Fred Tobin, a member of the Washington bar, effective July 1, became the national director of the Legal Division, with headquarters in Washington. He will set up the plans necessary to perfect the Washing-

ton office as a clearing office for all our local, joint council and conference attorneys. This work will be carefully supervised by our general counsel, J. Albert Woll. We will also have under the general counsel's direction a full time attorney assigned to our legal office in Washington with adequate staff. The attorney will be selected this month. Al Weiss has succeeded David Kaplan as economist for our International Union and will direct the National Statistical Division, although Kaplan has been retained in an advisory capacity. This department will be expanded this month.

We will, through the National Statistical Division, correlate the work of our statisticians all over the United States and Canada by setting up a National Division through agreement with the four conferences. A national meeting to effectuate this program will be held within 60 days. As an additional part of our conference organizing structure we have now, functioning and established during the past 90 days, a national Canadian operation. We have created the affiliation of our Canadian Locals with the Western, Central and Eastern Conferences. We have appropriated \$300,000 from the National Treasury in addition to \$150,000 matching funds from the three conferences for exclusive Canadian organizing. The Canadian program will work through the representatives of the three conferences located geographically south of Canada, thus affording the closest contact and greatest economic assistance.

We have also entered into national organizing agreements with several International unions and have set up national staff organizing offices with the Butchers International Union, each contributing \$100,000 to the joint organizing fund. A similar program is under discussion with the Machinists.

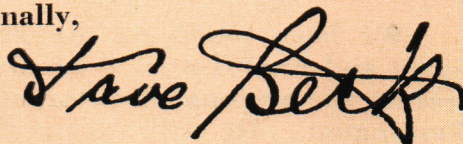
We have also, with the Laborers, Engineers and Carpenters, established a coordinating office and each International Union contributed equally to a \$150,000 organizing fund. We will enlarge on this mutual procedure with other International Unions.

We will take an ever increasing activity in the international transportation organization and seek representation on their administrative staffs commensurate with our national membership.

We are half-way through our 5-year interval between the last and next convention, and much time has necessarily been consumed in setting up our program. We will, however, in the next two and one-half years, show continued tremendous progress. We now have adequate office facilities for a new program of expansion.

Next month I will review for you the economic gains made by our membership throughout the United States and Canada.

Fraternally,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is fluid and cursive, with a large, stylized "B" at the end.



Members of the Western Conference Policy Committee and distinguished guests including General President Dave Beck listen as Senator Warren Magnuson addresses opening session.

WESTERN CONFERENCE ADOPTS 'PENSIONS FOR ALL' AS NUMBER ONE OBJECTIVE

MEMBERS of the International Brotherhood of Teamsters living in the 11 western states, western Canada, Alaska and the Hawaiian Islands can expect their local union and Western Conference officers to strive vigorously in the coming year for employer-financed pension plans. This was the big news emerging from the sessions of the Western Conference of Teamsters, held in the Biltmore Hotel, Los Angeles, June 27 through July 1.

Both in the general sessions and in the caucus meetings of the various trade divisions, it was made clear by Western Conference Chairman Frank Brewster that the securing of pensions for all western Teamsters would be a primary ob-

jective in all future collective bargaining discussions with employers.

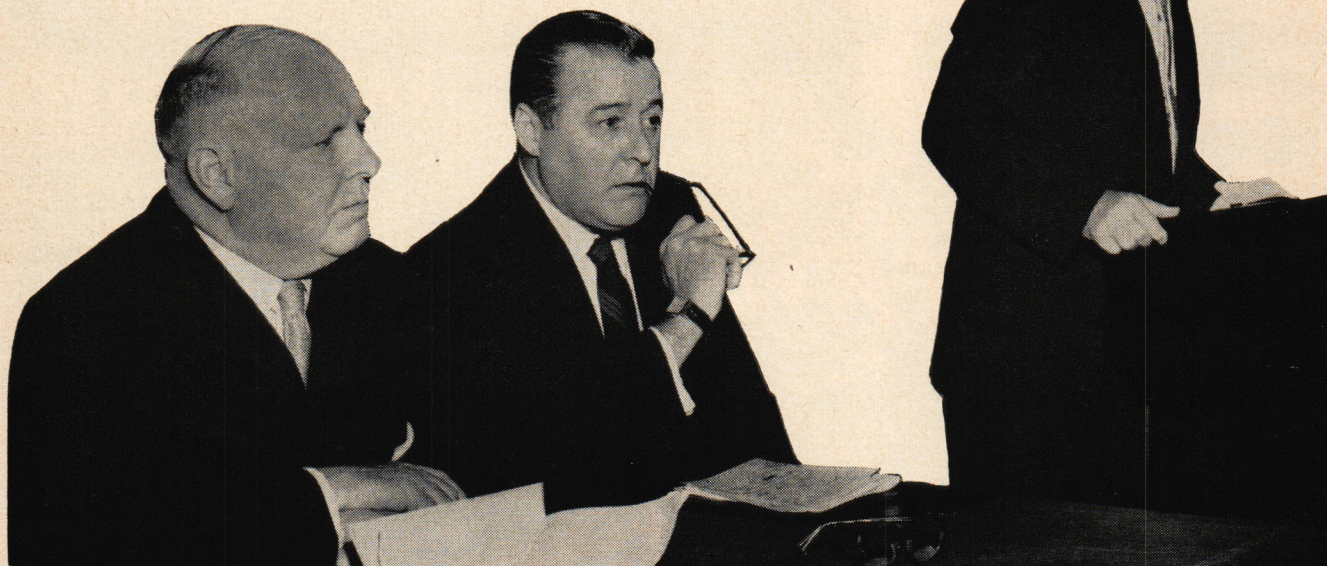
The approximately 900 delegates to the Conference voted to back the plan to the hilt at a final general session on Friday and lent some emphasis by approving a strike insurance plan that will be financed by an assessment of 25 cents per member per month. This is expected to put \$1,000,000 a year into a strike fund to supplement the International's strike benefits. The recent western over-the-road strike demonstrated the need for a more realistic program of strike benefits, Chairman Brewster stressed. He noted that the strike would be used, as it had been in the past, only as a weapon of last resort. The strike fund, he said, would

preserve the strike as a vital, effective weapon.

In addition to acting on these two important measures, the delegates heard a list of distinguished speakers and enjoyed a week of "shop talk" among themselves that enabled them to go home and tackle their jobs again with new vigor and new perspectives. Los Angeles, it might be noted, was free of smog during the week. This, added to mild, spring-like weather enabled the delegates to function at top efficiency.

General President Dave Beck addressed the first general session and gave an account of his stewardship of the affairs of the International. Membership had increased from 1,000,000 to 1,300,000 and the In-

International Vice President and Western Conference Chairman Frank Brewster addresses Western Conference delegates as General President Dave Beck and Senator Warren Magnuson, Democrat of Washington, lend attention to his remarks.



ternational treasury had increased by \$9 millions to \$35 millions since he took office, President Beck pointed out. Referring to his conversion of the International's investment portfolio to securities paying higher interest rates, the General President looked forward to the day when the International's investment income would reach a million dollars a year and pay the salaries of the entire International staff. His ambition, the General President stated, was not to amass a huge treasury but rather to build a great national organization to hand over to his successor. That the treasury had increased, despite larger payments in strike benefits, was due to growth of the organization.

The General President announced that more than \$600,000 had been loaned to various Joint Councils for building purposes, and that the International still was prepared to advance loans to help local unions get their own halls.

Of his recent trip to Europe, the General President said: "You've got to see Europe to appreciate what you have in America." Many of Europe's problems would be solved, he said, if we could help build labor there as an economic

force. The General President reported that President Eisenhower, with whom he had an interview following his return from Europe, was in accord with this view.

Referring to area organizational problems, the General President said that he was optimistic that the ball soon would be rolling in the South. "We will," he said, "increase the matching funds allowance \$2,000 a month to the Southern Conference, effective August 1. I have recommended this program to the Southern Conference Policy Committee members and I am sure they will adopt it." He reported that "splendid" gains had been made in the Eastern and Central Conferences, and that in the Western Conference there had been a gain of 18,000 members in the past year.

Two outstanding political figures, Senator Warren Magnuson of Washington and Governor Goodwin J. Knight of California, delivered major addresses at the 19th Western Conference which were warmly received by the delegates. Senator Magnuson addressed the opening session, and Governor Knight was a speaker on Thursday afternoon after he had been a luncheon guest of Chairman Frank Brewster and

other members of the Western Conference Policy Committee. (*The addresses of Senator Magnuson and Governor Knight are summarized separately herein.*)

The sessions at the Biltmore were called to order Monday morning by International Representative Jack Annand, who also is president of Joint Council 42, Los Angeles. He introduced Los Angeles personalities, including Mayor Norris Poulson, Sheriff Eugene Biscailuz, and California labor leaders, including William Bassett, secretary of the Los Angeles Central Labor Council; C. J. Haggerty, secretary-treasurer of the California State Federation of Labor; Dan Flanagan, regional organizer for the American Federation of Labor; and Thomas L. Pitts, president of the California State Federation of Labor.

Others present to address later sessions of the Conference included Harry O'Reilly, director of Organization of the American Federation of Labor; Charles R. Goldstein, vice president of the Laundry Workers International Union; Fred Lordan, Western Conference legislative representative and expert on trucking problems; Sanford M. Bernbaum, pension consultant, who de-

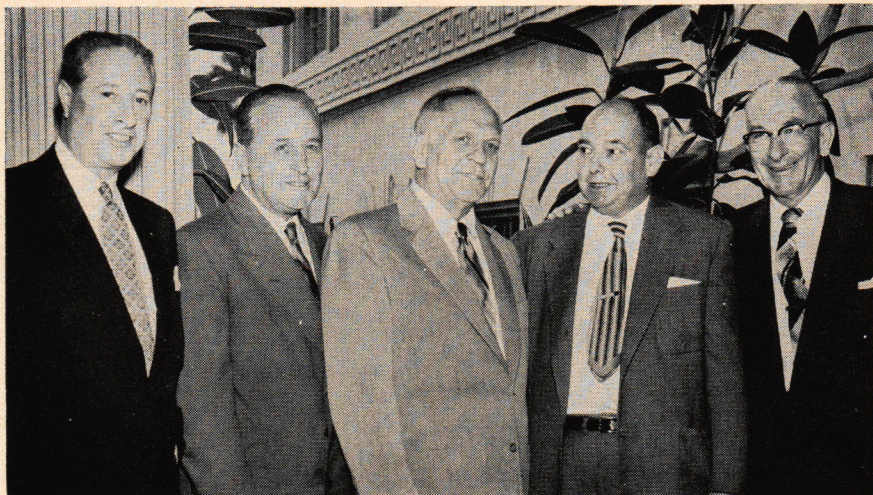
scribed details of the Western Conference Pension Plan.

Teamsters from outside the Western Conference who were present to address trade division caucuses and observe the proceedings included International Vice President Sidney L. Brennan of Minneapolis; International Vice President William A. Lee of Chicago; Harold Gibbons, acting director, National Warehouse Division; Al Weiss, economist for the International; Lewis Harkins, director, National Canning Division; Eugene Hubbard, National Dairy Division; Harold Thirion, director of Building and Construction Drivers Division, and Murray W. Miller, director, Southern Conference of Teamsters.

Interested observers at the first general session included William L. McFetridge, president of the Building Service Employees' International Union, who was a platform guest; Neil J. Curry, president of the American Trucking Associations; Jack L. Springer, president of the Western Highway Institute; and others.

Archie Goodman, a vice president of the Bakery and Confectionery Workers' International Union, and Ray Nickelson, a vice president of the Laundry Workers' International, appeared at caucus meetings and spoke of the friendly spirit of cooperation that existed between their organizations and the Teamsters.

Pension consultant "Sandy" Bern-



California Governor Goodwin J. Knight, center, was the honor guest at a luncheon given by the Western Conference Policy Committee. With him are, from left, International Vice President Joseph J. Diviny, Western Conference Chairman Frank W. Brewster, Western Conference Secretary John Sweeney, International Organizer and Los Angeles Joint Council 42 President Jack M. Annand.

baum told the delegates at a general session that the Western Conference of Teamsters' Pension Plan was unique. "There is no plan like it in the United States," he said. "You are setting a pattern." Features of the plan are:

1. Any Teamster Union member covered by the plan will be able to transfer his earned credits from one area to another. He can move to a new city in the west without losing his pension.

TRANSFER OF CREDITS

2. Transfer of credits from industry to industry is provided, so that a covered member can take a new job in a different covered industry and still have his pension rights.

The basic plan as it now stands calls for a 10-cent-an-hour employer contribution that will pay a retired member at age 65 a pension of up to \$75 a month, exclusive of Social Security. Chairman Brewster said during the course of the Conference that this plan is but a starter, and that he hoped to see the benefits \$150 a month some day, and that he also hoped to "see the day when we will have 300,000 men and women covered under our pension program in the 11 western states."

At various caucus meetings, Chairman Brewster stressed the fact that establishment of a strike fund would not "increase strikes," as some had feared.



JACK ANNAND
President, Los Angeles Joint Council



HARRY O'REILLY
AFL Director of Organization



C. J. HAGGERTY
Secretary, California State Federation



SIDNEY L. BRENNAN
International Vice President



EUGENE BISCAILUZ
Sheriff, Los Angeles County



FRED LORDAN
Highway Problems expert

"If we have a cushion, the employer will go farther to meet our needs," he declared.

Fred Lordan, expert on trucking problems, roundly criticized the House version of President Eisenhower's highway bill. As introduced by Representative Fallon of Maryland, the bill calls for heavy increases in the excise taxes on both fuel and rubber, and would have a crippling effect on the trucking industry. Chairman Brewster, calling trucks the "lifeline of the Teamster union," announced that Teamster publications in the West, including *Southern California Teamster*, *Northern California Teamster*, *The Oregon Teamster*, and *The Washington Teamster*, would be called on to give space to this problem and its implications to the livelihood of Teamster members. A resolution condemning the highway bill was unanimously adopted at the closing session of the Conference.

HOSPITALITY LAUDED

In his closing address to the delegates, Chairman Brewster thanked Joint Council 42, Los Angeles, for its wonderful hospitality. Sightseeing tours were conducted on Tuesday and Wednesday for the wives of delegates, and on Thursday evening the delegates and their wives enjoyed a first class vaudeville show at the Wilshire-Ebell Theater.

"There is a feeling of friendliness in Los Angeles that results in real cooperation," Chairman Brewster

said. "I hope to measure up in your respect. Speaking for the Policy Committee. I can only say that you have worked hard and I ask you to keep it up. You have the finest jobs in the world, for you represent the men and women who toil for their living, and they trust you. I know you deserve that trust."

Announcement was made that the next Western Conference would be held either in San Diego or Vancouver, British Columbia.

Reports of the trade divisions were read at the final session by Reading Clerk William Griffin. A summary of them, together with comment by Chairman Brewster, follows:

BEVERAGE DIVISION

Gains were reported in brewery agreements. Pensions are provided. Some small breweries closing and automation replacing some brewery worker jobs. Canned soft drink sales still a factor in the industry. Proposal for strike insurance plan approved. Resolution to Western Conference with respect to Hamms Brewing Company of St. Paul. William Ahern of National Brewery Division, explained how Hamms misled the Teamsters and their own workers who sought Teamster affiliation.

President Brewster favored the resolution and recommended notifying all locals and Central Labor Councils.



JOHN C. STEVENSON
Attorney for L. A. Joint Council



JOSEPH DILLON
Warehouse and Produce Council



Western Conference Chairman Frank Brewster and Secretary-Treasurer John Sweeney look over a communication connected with meetings of the Conference.

CONSTRUCTION DIVISION

Substantial wage increases were obtained in the last year and many locals have health and welfare plan. Jurisdictional problems still persist though progress is being made in solving them. There is a steady increase in membership. The division caucus voted in favor of the strike insurance plan.

President Brewster: "The work of this division is tough. It has to fight for its jurisdiction."

BAKERY DIVISION

Forty-five locals reported gains in membership as well as contract improvements, wage increases, health and welfare. Strike insurance was discussed and approved. A national bakery conference may be held in Denver in the near future. This has been a successful conference and prospects are good for further advances during the next year.

President Brewster said the Bakery Division has many problems which are hard to solve. He offered

help in negotiations, promising to send in experienced men to aid general locals which have bakery drivers.

CHAUFFEURS DIVISION

Fifty-nine locals reported to the division that there have been few gains in wages in the last year although some locals, notably in Portland, Oreg., got the health and welfare plan. There has been some decline in business since the war. A studio is now making pilot TV movies of new feature called "Hey Taxi," based on true stories of taxicab drivers. The division approved the strike insurance plan and offered to help general locals which have taxi drivers.

President Brewster pointed out that the Teamsters have opposed the sale of cabs to drivers, but such sales have taken place, and the drivers are stuck with heavy financial loads. He said the division must find a better answer to the problem than establishing "independent cab drivers."

AUTOMOTIVE DIVISION

Fifty-seven locals reported that good progress has been made. The division policy committee is going to step-up an organizing drive soon. Appeals were made to all Teamster locals to urge their members to re-

spect the Teamster shop card. Division is confident of more progress. Approved strike insurance plan.

President Brewster, commenting on the report, said the automotive field offers our greatest opportunity for growth. This division needs manpower for organization. The conference policy committee will discuss the problem and make recommendations.

WESTERN DAIRY EMPLOYEES COUNCIL

The organizing program has been tough. The council is trying to eliminate great differences in wages and conditions. Working hours have been cut and wages increased. Changes in the industry have forced more frequent meetings of the policy committee to meet new problems. The council has helped many locals, including Vancouver, B. C., to reach new agreements. New techniques in the canning of whole fresh milk require watching carefully. There was one strike in Portland, Oreg., but it was settled. The council approved the plan for strike insurance.

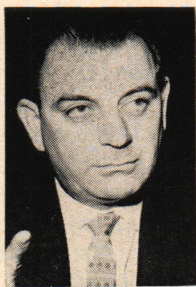
Commenting on the report, President Brewster said: "This division shows what can be done even under difficult conditions. It has met such problems as lack of uniformity of wages, sales of poor routes to driv-



Among the distinguished guests at the opening session of the Western Conference were William L. McFetridge, President of the Building Service Employees International Union (left) and William A. Lee, Vice President of the International Brotherhood of Teamsters.



GRIFFIN



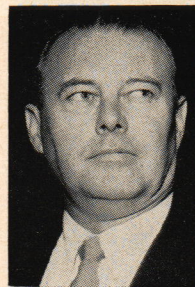
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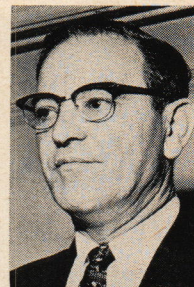
GIBBONS



WEISS



MOCK



THIRION

From left, the speakers are William Griffin, Director, National Miscellaneous Division; Lewis Harkins, Director, National Cannery Division; Harold Gibbons, Acting Director, National Warehouse Division; Al Weiss, Economist, International Brotherhood of Teamsters; George Mock, International Organizer; Harold Thirion, Director, Construction Drivers Division.

ers. We have opposed such sales and prevented them in many instances, but it is necessary to move carefully."

MISCELLANEOUS DIVISION

Fifty-eight locals reported good progress both in organization and in contract improvements. There have been some area contracts signed. Much organization work remains to be done in some areas. The caucus was addressed by Bill Griffin, director of the National Division, on methods and problems found in the east. The division approved the strike insurance plan and thanked President Brewster and Secretary Sweeney for the help they have given. It is believed the settlement of the recent over-the-road strike will result in bringing the pension plan to all locals.

President Brewster commented: "This division also needs help to perfect organization in its field. It must have full time organizers. Each division must have men who can go into the field and organize. We are not after other unions' jurisdiction; we are only interested in doing the best possible job for the workers."

LOG HAULING DIVISION

Organization of log haulers is difficult because both the Carpenters and CIO are encroaching on Teamster jurisdiction. A definite program has been set up for organization at Coos Bay and in Northern California. Plans also are being made to organize lumber trucks now operating non-union. It was recommended that Joint Councils coordinate organizing activity with respect to lumber drivers. The divi-

sion approved the strike insurance plan.

President Brewster said that some fine work had been done in this division. He said the log haulers have worked for years under deplorable conditions.

OVER THE ROAD DIVISION

The reports showed conditions are good and the settlement of the recent strike was well received. The division congratulated the negotiating committee and Frank W. Brewster on the fine job done in settling the strike. The division approved the strike insurance plan proposed by President Brewster.

President Brewster said the over-the-road settlement might be the fore-runner to area or even national agreements. He said the gains were accomplished the hard way. The employers now realize that the pen-

sion plan is the strongest issue in the 11 Western States.

STATISTICAL DIVISION

Since the last Conference the division has taken part in many negotiations and handled health and welfare administration. Nearly all Teamsters in the 11 Western States are now under welfare plans, with the exception of Utah, where a state law prohibits them. As a result of the over-the-road settlement, pensions now become an important issue. Administrative offices for handling the pension will be set up in various areas. Facts about the pension plan will be given to Joint Councils soon.

President Brewster declared the Statistical Division had been of far more benefit to the locals than anyone would have believed. "We have the facts now," he said, "and



California Governor Goodwin J. Knight, left, posed for the cameraman with two old friends: California State Federation President Thomas L. Pitts, and Western Conference Chairman and International Vice President Frank Brewster.



Delegates to the Western Conference in the ballroom of the Biltmore Hotel give their attention to one of the Conference speakers. Sessions ran from Monday through Friday.

that is a great asset in negotiations. This division is to be commended for the fine work it is doing."

WESTERN COUNCIL OF FOOD PROCESS UNIONS

Good progress has been made in the last year in stabilizing the food processing industry. Splendid relations with the Warehouse Division have paid off for both. All groups are working in unity and will continue that way this year. Plans made to protect unemployment insurance and fight curtailment programs. The division adopted the strike insurance plan and thanked the Joint Councils, President Brewster and Secretary John Sweeney for their help.

President Brewster commented that this division had a hard row to hoe. It has done a fine job in raising wages and getting fringe issues for the members. It is easier to deal with the associations now, he said. Better relations have been established. The strike helped to break down many of the obstacles. The Conference will help organize the entire food processing industry.

GENERAL HAULING DIVISION

A central office has been set up and three full time organizers em-

ploied. A research program is under way to get facts on airborne freight. Stabilization of uniform agreements is wanted, as much as pensions. A committee to plan organization work has been set up.

WAREHOUSE AND PRODUCE COUNCIL

Organization work in cooperation with the Cannery Division centered in Los Angeles this year and 98 new houses organized. The campaign is continuing. Greater growth is predicted. A big election in the lettuce sheds is due soon. Many members are now getting pension plans. The division approved the strike insurance plan. A vote of appreciation was given International Representative Annand and President Brewster.

President Brewster complimented Joe Dillon, director of the division, on a splendid job.

WESTERN LAUNDRY COUNCIL

Formation of this council was proposed at the last conference and has now been set up. Jack Williams of Los Angeles is director. It is a joint venture shared by Teamsters and the Laundry Workers In-

ternational Union. The two unions are working closely together on organization and agreements, sharing offices in some areas. The Council recommends all Teamster Unions and others to write into next agreements that uniforms, overalls, etc., must be laundered or cleaned in union establishments.

"We are working closely with the Laundry Workers all over the country and will continue to do so. We feel very close to this International. We understand its problems; it can count on us for help right down the line," declared President Brewster.

SUGAR WORKERS DIVISION

This is a new division, organized this year. It comprises workers in 16 beet sugar mills and plans to expand its area agreements. It signed an agreement for increased wages and got a welfare plan for the first time. Put on per capita tax to meet divisional expenses. Expects approximately 7,000 year-around workers, a good share of them being warehousemen and drivers. Predicts gains in next year.

President Brewster praised the leadership in organizing the new division.

MAGNUSON SCORES TRANSPORT REPORT

(Senator Warren G. Magnuson, Democrat of Washington, and a former member of Ice Wagon Drivers Local 192, Seattle, addressed the Western Conference of Teamsters at the opening session. Before and after his talk, the Senator received high praise from Chairman Frank Brewster and General President Dave Beck for his excellent pro-labor record. Excerpts from his talk, in which he criticized the report of the Presidential Advisory Committee on Transportation Policy as a "railroad bill," follow.)

YOU WORK in an industry which literally moves America, feeds America and clothes America.

Perhaps you have never looked at it quite that way, but when you see the lineup of trucks entering a large city early in the morning, aren't you convinced what I am saying is absolutely true?

When we have as many industries engaged in this important work, there has to be regulation, of course. Just as you have two sides to a highway, one for incoming and one for outgoing traffic, you need certain controls to make sure the public is being adequately served by the transportation industry.

OTHERS NEED PROTECTION

But if the public deserves some measure of protection, so does the individual who has dedicated his life to driving one of those trucks or operating one of those trains, or flying one of the planes in interstate commerce.

You don't have to tell me that the transportation industry which you know so well is a part of the regulated world.

I have not only had a hand in judging some of these regulations, but I have lived under them because I drove a truck earning my way through the University of Washing-

ton and I still have my withdrawal card from the Teamsters Union to prove it.

Our first interstate commerce act came in 1887. Of course there were no trucks at that time. There were not many ships; so the railroads held a monopoly on surface transportation. What did they do? Well, you had reckless corporate management, destructive rate practices, no uniform national regulation—so the industry went hog wild. What happened? One hundred and eight railroads went bankrupt. Chaos in the industry. . . .

SPECIAL COMPETITIVE FORCES

In trucking, you have special competitive forces. You have your common and contract carriers, then you have the regular and irregular route carriers. I could mention the exempt and regulated carriers; then we can't overlook the private and for-hire carriers.

Of course there are the leasing and non-leasing carriers and along that line we have had some top battles in the Senate over the trip-leasing bill, which is still in my committee. . . .

Even beyond this the trucking industry has special competitive factors. For example there are no purely private railroads of any consequence in the United States but every man who owns a private pickup or a car becomes a competitor of the trucker on the road.

But if the trucking industry has special competition, and an unholy amount of regulation, it has something else decidedly in its favor. And that is, the acceptance of the general public. . . .

NEED FOR CHANGE

If there is one predominating thing about transportation regulations, it's been the need for constant change in regulation. Since 1887 we have had the statute changed more than 76 times. . . .



SENATOR MAGNUSON . . . Attacks report on transport policy.

Our committee (Interstate and Foreign Commerce) has received from the Executive Branch a series of recommendations. They came from the Presidential Advisory Committee on Transportation Policy. The bills provided to carry out the recommendations are now before my committee for study and consideration. I like to be fair and give both sides of any subject . . . so I'll give the President's side, or Sinclair Weeks' side, or the angle of whoever wrote the recommendation. Here's what the Cabinet committee says the recommendations do.

First, that existing regulation of rates be relaxed in view of the tightened competition between our various transportation services.

Second, that some measure be taken to strengthen the common carriers by rail who are required to operate on rigid schedules, serve many unprofitable points and offer the same rates to all comers. . . .

'WEIGHTED REPORT?'

One publication has said that this report is weighted in favor of the railroads. . . .

I can tell you one thing. Before this cabinet proposal begins to move, I intend to find out who prompted the recommendations and why. As far as I can tell, the railroads have just had their best year in history, and if they're doing this well under the regulations as they stand, I'm going to have to be convinced before any major changes are made. . . .

KNIGHT CITES GAINS IN CALIFORNIA

GOVERNOR Goodwin J. Knight of California in addressing the Western Conference recalled that when he was 19 years old he drove a stage between Los Angeles and San Fernando, receiving \$22 a month for a 7-day, 12-hour-a-day stint. His report to the delegates, dealing with legislative accomplishments at the state capitol in Sacramento, was warmly received.

The governor reported that, following talks with Frank Brewster in Seattle, he had decided to press for an amendment to California's jurisdictional dispute laws and that he had just signed a bill preventing the formation of company unions organized solely for the purpose of creating artificial jurisdictional disputes.

"Among the major objectives of my administration is to see that adequate protection is provided for California's working men and women in time of adversity," the Governor declared. Measures signed by him since he became governor include one raising maximum weekly unemployment insurance benefits from \$30 to \$33; another increasing the maximum weekly temporary disability benefits from \$35 to \$40, and raising maximum death benefits to surviving widows with one or more dependent minor children from \$8,750 to \$12,500.

\$30 MILLION MORE INCOME

"I have been told that the net result of these increased benefits will add at least \$30 millions a year to the income of the working people of California, at a time when it is most needed by them," the governor said.

At this point the governor named Teamsters serving with "ability and distinction" in appointive posts in California. He listed W. A. "Jimmy" Hicks of San Francisco, Deputy Director of the State Department of Employment; John W. Quimby, San Diego, State Industrial Welfare Commission; John J. Sheri-



GOVERNOR KNIGHT . . . Reviews striking progress in his state.

dan, Richmond, San Francisco World Trade Authority; Jack Goldberger, San Francisco, recently resigned from the World Trade Authority; Harold Lopez, San Francisco, senior member of the Board of Harbor Commissioners; Harry Finks, Sacramento, State Employment Advisory Council; Al Marty, Sacramento, State Recreation Commission; Thomas L. Pitts, Los Angeles, National Conference on Legislation.

POPULATION GAINS CITED

The Governor noted that California's population since 1950 had been increasing at the rate of more than 1,000 persons a day, "which means that we must develop more than 400 new jobs a day, or about 13,000 a month."

During May, California's employment figure of 5,085,000 was the highest ever reported and May unemployment, at 176,000, was 24 per cent below that in May, 1950.

He referred to California's pioneering role in apprenticeship, and promised full support of apprenticeship training.

"Every American," the governor said, "is inseparably associated with and affected by our system of free enterprise, a truly American institu-

tion dedicated to the well-being and advancement of all Americans. It will ever remain, despite any and all kinds of opposition, for it is based upon freedom: Freedom of thought, freedom of expression, freedom of association and freedom of action under laws enacted and administered through our representative form of government."

On the subject of organized labor's role in the nation's economy today, the governor declared:

"We have arrived at a point in our national life when it must be brought home to all Americans that organized labor is no more inherently wrong and self-seeking than are organized capital, organized management, or organized government. The tempo of our times and the economic needs of our nation require action through combinations and associations.

SHARE IN PROSPERITY

"We must also counteract the misconception held by a few that the interests of labor are basically antagonistic to the American way of life and its capitalistic economy. On the contrary, millions of American working men and women annually share in the material prosperity of the firms which employ them. Thousands participate directly through so-called 'profit-sharing' programs. Millions have invested their savings in the stock of large corporations, supplementing their annual incomes through dividends and rising stock values.

"Many labor unions themselves are property owners and stockholders with active and intimate concern for the successful operation of our economic system.

"During the past 60 years, organized labor in the United States has grown up. With less than 500,000 members at the turn of the century, the labor movement today embraces nearly 17,000,000 people. The numerical growth has been translated into the achievement of more and more of labor's goals through the systematic and dedicated development of its influence on behalf of the ever-increasing numbers of Americans, both within and without the ranks of the union movement."

EDITORIALS

Unjust Discrimination

(See President Beck's Statement to the House Public Works Committee on Page 26.)

Protests against unjust taxation and against discrimination are fundamental in our Government. This nation was founded in no small part on the determination of the people to resist unjust taxation.

The problem of tax discrimination is an old one and apparently is still with us in a modern manifestation. Highway legislation pending in the United States Congress had not been completed when this issue of THE INTERNATIONAL TEAMSTER was being prepared for press. It seemed apparent steps would be taken to levy new taxes on gasoline, diesel oil, tires and tubes.

Such taxes if they finally are levied by the Government will be highly unfair and frankly discriminatory. The tax program as originally conceived by a House committee was subjected to criticism by the General President who said the revenue plan would "injure permanently a key American industry which employs one out of every seven Americans." President Beck's statement on this matter appears elsewhere in this issue and spells out the Teamster viewpoint.

Legislation at the national or state levels which discriminates against an industry employing our people should be a signal to alert our organization to the importance of action in the state capitols and in Washington, D. C. And this signal to alertness should be a warning to be vigilant at all times—for vigilance may well be the price we must pay if we are to escape unjust laws against our industry and our unions.

Headquarters for Service

Last month the International Brotherhood of Teamsters moved into a new headquarters building in Washington, D. C. Photographs of interior scenes with some of our staff personnel at work are included in this issue. (See cover photograph.)

Our building has received considerable attention in the press with but few of these pictures and stories hitting the real target: service for the membership.

Our new headquarters building was built to provide adequate facilities to house the general offices' personnel, executive and staff officials, trade divisions and to provide for meetings and conferences necessary to keep a union the size of the Teamsters functioning. The

photographs in this issue help in some measure, we hope, to show that the building is indeed a headquarters for service. The policy of the International down through the years has been and, we are certain, will continue to be in the years ahead that of providing the maximum of service to the members who pay the dues which support this union.

We are indeed proud of our building because we believe that we now have under one roof the physical plant and facilities necessary for us to do the full scale job of organization and administration which our expansion and growth demand. We hope, as an International, to continue to merit the support and confidence of our membership. We are certain that the measure of service extended to our people will demonstrate beyond a doubt that our great headquarters of service is proving its value many times over to our far-flung membership.

The Emerging Atom

Nuclear energy has become part of our lives since the successful operation of the chain reaction in Chicago 13 years ago. Atomic energy in the form of bigger and more effective war weapons has garnered most of the attention and space, but those who have followed the progress of the peaceful atom are encouraged by the progress which is being made.

In the United States a half dozen large scale experiments are going on leading to the successful development of nuclear power. The story of the atom-powered submarine is familiar to all. This craft is an important prototype as much for what it means to future peacetime navigation as it is as a new component in the arsenal of freedom.

It should be pointed out that progress of the peacetime atom is by no means confined to the United States—nor is progress on the military front either as the Joint Chiefs of Staff would be the first to confirm. Canada's famous Chalk River facility has made medical history. Great Britain has announced a ten-year program of nuclear energy development. We are told that the U. S. S. R. has the world's largest cyclotron, bigger even than any such installation in America. In Switzerland is being developed a reactor program which will be truly international in character.

It is fitting indeed that attention to the emerging atom is being given in an international conference and

exposition. Nuclear energy development has evolved as the work of many men and women of many nations. No one nation has a monopoly on either brains or resourcefulness. The peacetime atom will be, it is hoped, a symbol of worldwide cooperation. The prospects for power, medical, agricultural and industrial advances are great, indeed. Let us hope that we are entering an era in which the peacetime atom will truly come into its own, occupying the time and talent of men and lifting up their hearts to a bright future.

Progress in the West

Reports in this issue of THE INTERNATIONAL TEAMSTER on the recent meetings of the Western Conference of Teamsters spell out progress of that area group and indicate what is ahead in the way of advances for Teamsters in the 11 Western States.

Members are urged to read the reports of this important area meeting. The conference type of organization began in the West 17 years ago and set a pattern which is becoming standard procedure in other parts of the country. Actions in the West have, in the past, foreshadowed developments in other areas.

This year the members of local unions and joint councils from the 11 Western States heard reports which should have been heartening indeed. Two developments are of especial interest to the membership at large. The conference adopted a pension plan which promises to encompass all members of the International Brotherhood of Teamsters in the area. This plan, just inaugurated, will have to be developed, but it is important to note that the plan will eventually provide for coverage under a pension system of all members. The plan as envisaged will cover a Teamster even if he changes jobs within the teaming industry or changes locations. This type of protection is both unusual and necessary in order to provide the type of flexibility to industry which is necessary and to give coverage to the members of our union.

It is suggested that our members note with care the reports from the Western Conference. Other areas will have meetings this year. THE TEAMSTER has reported on the fine work of the Central and the Southern Conferences already. In October the Eastern Conference of Teamsters will meet. We are glad to note progress on all fronts—and this progress should attest to the value of the Teamster conference method.

The Vatican on Safety

When the World Congress on the Prevention of Occupational Accidents met in Rome, a group from that meeting had an audience with His Holiness Pope Pius XII. The problem of accident prevention under study from representatives throughout the world is one on which His Holiness apparently feels strongly. The International Labor Organization has made available a

translation of his address to the group on safety and accident prevention. A few passages from that brief but important address are useful in reference to the problem of safety in all industry today.

Says His Holiness:

"... nobody may, without serious reason, endanger himself or his fellow beings. Yet how much culpable negligence, how many deliberately aggravated risks are due to the sole desire to avoid the economic burden and material sacrifice which the application of safety measures must entail? Facility offers the same easy slope to all: to save time, to increase production and profit, or merely to spare oneself an unpleasant mental effort, all vigilance is relaxed, and even the most elementary precautions are sometimes neglected. . . .

"... the question appears to be of very great scope, and reveals one of its typical aspects: that the specific problems of the prevention of occupational accidents can only be solved completely if they are seen as part of a whole, so that all the facts of the worker's life are taken into account and his legitimate aspirations are safeguarded."

The two points indicated seem to say simply that every worker must use care in his work and he makes the very proper point that safety and accident prevention must take into consideration all aspects of a worker's life. This is sound advice indeed and coming from His Holiness should have profound effect.

A Dangerous Spread

A dangerous spread between farm prices and manufactured goods has been developing which portends a critical economic situation if it continues indefinitely. Here is what has been happening: farm prices have been going steadily downward while the prices of manufactured goods have either held their own or have actually gone upward.

Since 1951 factory wages have been on the rise. Lumber, steel, autos, machinery and aircraft have all chalked up imposing advances. As these industries have shown, wage raises there have brought comparable increases in the service industries also.

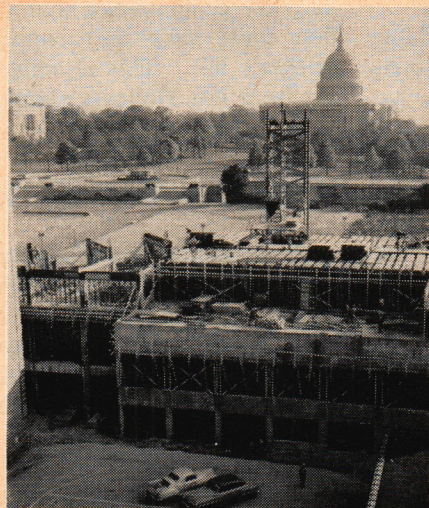
It is no accident that industry wages have held up in no small part because of the fact that trade unions have been able to exert strong collective efforts. In fact, the strength of the wage structure in the factory front should be a good demonstration of the value of trade unions. One might hope that the "farm problem"—which is always with us—might be "solved" by collective wage action as many may think. Such a hope, we fear would be an illusion. Increased technological progress on the agricultural front, a reduction in the number of farms and farmers and many other factors are serving to change the economy of the nation.

The spread, however, between wages and farm prices spells difficulties and labor should be the first to recognize this fact and insist that some earnest thinking be done to avoid what many will see as stormy weather ahead if the trend does continue unchecked indefinitely.



Workmen place the builder's identifying sign up at the site of the new headquarters. On the sign was an architect's drawing of the new structure. Note change of architecture on top of building in finished structure as shown in photograph on facing page.

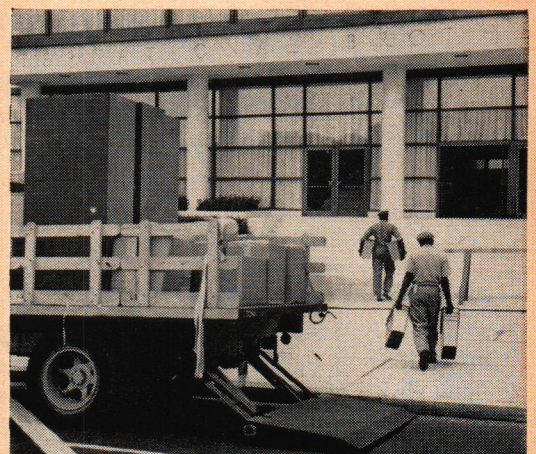
The building goes up. This photo made in the early days of construction shows the National Capitol in the rear.



Foundation work during construction of the new Teamster building. In the background is the Senate office building on the Capitol grounds.



General Secretary-Treasurer John F. English (second from right) officiated at the groundbreaking for the new building. With him are Hamilton Bryden, Jr. (second from left), William Mullenholz, comptroller (fourth from left), Miss Ann Watkins, secretary to President Dave Beck, and two aides from the architectural firm which planned the construction of the new headquarters.



The work of moving into the new headquarters begins as office equipment is carried in. The new building is already a point of interest for visitors to Washington.



Night view of the new headquarters of the International Brotherhood of Teamsters.

WE MOVE INTO A NEW HOME

Meticulously Planned for Highest Efficiency, Designed For Permanent Beauty, Our New Headquarters in the Nation's Capital Is a Monument of Which All Teamsters Can Be Proud; Step in With Us for a Pictorial Tour of the Building

THE International Brotherhood of Teamsters is now in its new headquarters building in Washington, D. C. Offices were moved from the temporary quarters in the National Association of Letter Carriers' building two blocks away on July 5. The new building at Louisiana avenue and D street, North-

west, faces the Capitol Plaza. The location is regarded as one of the best in the city with only a street separating the new building from the Capitol grounds.

The new building is also only a block from the Union Station and is located near station area hotels.

"We designed this building to

serve the membership and we believe its present facilities will enable us to do that in a far greater measure than we have ever been able to do before," General President Dave Beck said in commenting on the move.

The new headquarters four-story building is regarded as a symbol of



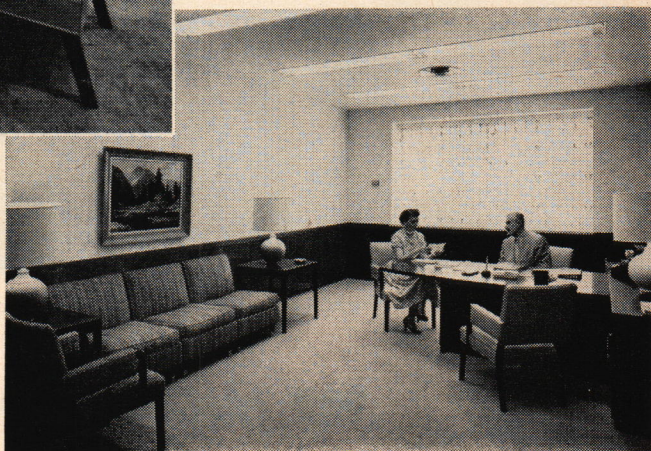
LEFT—General President Beck confers on pending national legislation with Paul Hall (center), secretary-treasurer, Seafarers' International Union, and Morris Weissberger, Atlantic Coast representative, Sailors' Union of the Pacific.

CENTER RIGHT—Sam Barron, field director of the National Warehouse Division receives a research report from an office aide.

LOWER RIGHT—William Griffin (left) director of the Miscellaneous Division confers with Al Weiss (left) economist and a visitor, center.

CENTER LEFT—A view of the board room on the main floor of the new headquarters building.

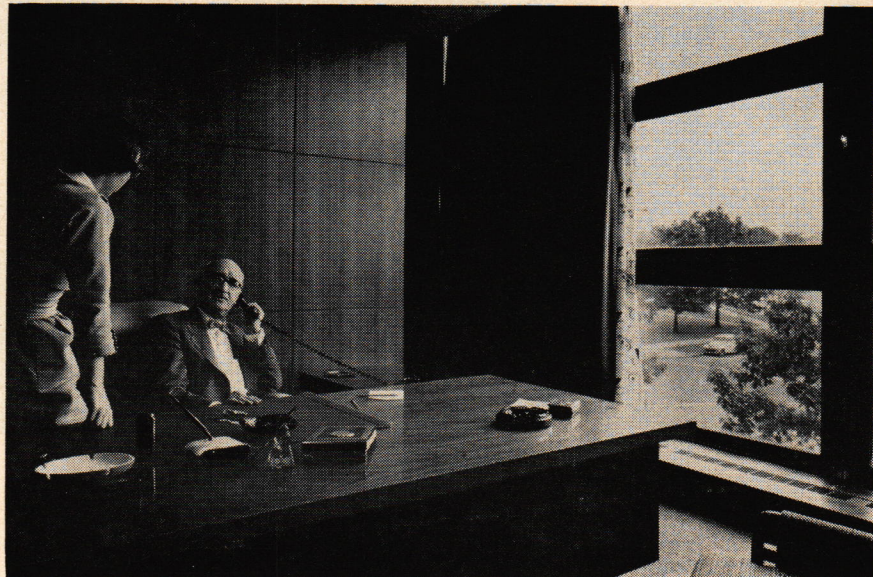
LOWER LEFT—Vice President Einar Mohn (left) and his assistant Robert L. Graham discuss a pending problem in Mr. Mohn's office.



Teamster growth and service. The building was designed in 1950 with revisions made under the direction of Mr. Beck when he became the general president in late 1952. Actual construction was started in March, 1953. In the absence of President Beck, General Secretary-Treasurer John F. English officiated at the first groundbreaking.

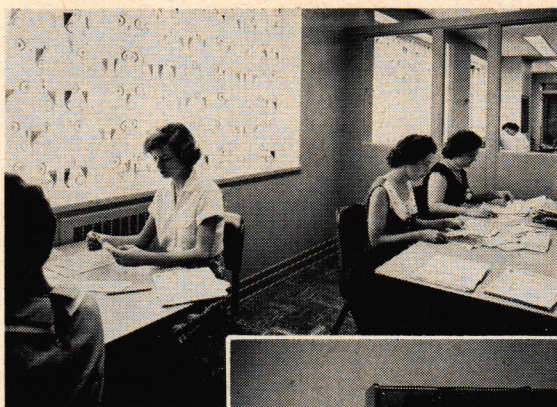
Every effort has been made to assure the Teamsters that they would have a building to meet the exacting demands of modern union organization administration. Hamilton Bryden, Jr., was employed as the builder's representative to oversee all phases of construction. Holabird & Root & Burgee architects and engineers designed the building.

The new headquarters structure rests upon 672 concrete pilings averaging 22 feet in length. The building is spectacular in appearance and



UPPER RIGHT—General Secretary John F. English gets a report on operations in his new office.

RIGHT—Staff members audit payments in the secretary-treasurer's department.

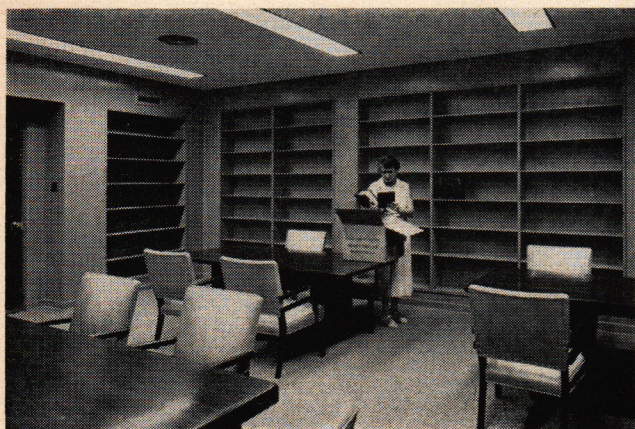


EXTREME RIGHT—One of the busiest rooms in the new building—the telephone exchange. The public address control board is also located here.



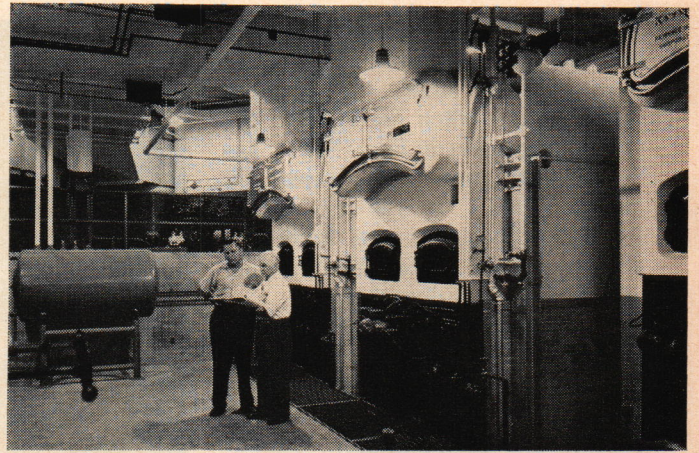
LOWER LEFT—Library clerk puts some law books in the new law library shortly after the move from the Letter Carriers' building.

LOWER RIGHT—A view of the mail and records department which is the intake and outgoing point for all correspondence to the local unions.





TOP LEFT—Mail and supplies are moved into building's stock room. This office handles all outgoing supplies sent to local unions and Teamster joint councils.



TOP RIGHT—Hamilton Bryden, Jr. (right), International Union representative during construction, talks over a technical point with the engineer.



ABOVE—View of strike sanctions control office on the second floor in the new headquarters building.

RIGHT—General President Dave Beck relaxes with staff members during "coffee break" in the employees' lounge.



stands out in Washington, a city renowned for its stately and impressive edifices.

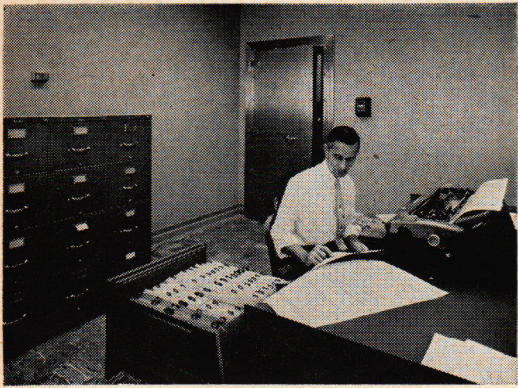
CINEMASCOPE AUDITORIUM

Two large committee rooms, the General Executive Board room and a 500-seat Cinemascope-equipped auditorium are on the first floor. The auditorium will be used for meetings.

The Secretary-Treasurer's department is on the second floor with its office staff, business machines, etc.

The general president and his associates are on the third floor. The heads of national trade divisions, located in Washington, are on the fourth floor.

Most spectacular about the new building, as will be noted from the photograph, is the large "picture window" effect of the extended front sections facing the Capitol grounds.



Modern business machines in bookkeeping department are used to maintain records of International Union.

The new headquarters building is attracting a large measure of attention from business, builders' and architectural magazines throughout the country. Special articles and photographs in a substantial volume are appearing praising the new structure.

The building although only recently completed has already become a Washington showplace and a tourist stop and it promises to be a leading attraction to all capital visitors.



The receptionist greets a visitor at the lobby desk in the main reception center on the first floor. A large "picture window" type of construction gives an uninterrupted view of the Capitol Plaza and its beautifully landscaped grounds.

An over-all view of the main floor with the reception desk at the center and lounging areas at either end. A cloak room is screened from the view of visitors at the extreme end of the reception room.



His Name Is BOOS ... But His Business Is BEER!

*Teamster Adolph Boos
Is a Skilled Beer
Brewer and a Good
Union Man—
Proud of His Job,
His Union and His
Two Sons He Taught
His Trade*



ADOLPH BOOS is one of the thousands of skilled brewery workers affiliated with the National Division of Brewery and Soft Drink Workers of the Teamster organization. His craftsmanship and old-world "know-how" produce the favorite drink of millions of American workers—"a good glass of beer." Making beer is more than just a job to Adolph. Like many of his co-workers in New York's giant Liebmann Breweries, he learned his trade as a 15-year-old apprentice in Germany, and takes great pride in the skills that go into his trade.

With a broad grin and a heavy trace of German accent, Adolph likes to say, "BOOS is my name—but BEER is my business." And beer has been his business for many years. Adolph started as an apprentice in Bahlingen, Germany, in 1906 and migrated to this country in 1914, where he found immediate employment as a beer brewer. He has worked consistently as a beer brewer for the past 41 years, including those difficult years of "the great experiment"—prohibition.

For Adolph, making beer is a



A beer brewer for over 41 years, Adolph Boos, pouring a glass above, is also a good union member. He started work in the beer business in Germany as a 15-year-old apprentice. He is pouring for his co-workers at a filtering machine during the traditional "beer time" period.

family affair; he was the son of a beer brewer and is the father of two husky lads who work with him at the Liebmann Breweries. Adolph, Jr., the older son, has worked with "Pop" for 19 years at the Liebmann firm and Carl, age 32, for the past eight years. The two Boos boys, third generation in the brewing industry, served their apprenticeships under their own dad. "And don't think that was any picnic," they are quick to point out.

Both of Adolph's sons are combat veterans of World War II; Adolph, Jr., is a Purple Heart veteran of many battles on the soil of his dad's native land, while Carl saw action on a Navy destroyer in Pacific waters. Adolph is married and the father of two children; while Carl, unmarried, lives at home with "Pop" and Mother, Louisa. This is a close-knit family; they work hard, but know how to relax and enjoy themselves in the quiet "gemutlichkeit" of the family circle.

PRIDE IN UNION

If the Boos family takes great pride in its work, this comes second to the pride they share in their Union. Adolph and his sons talk with great respect and affection of Brewers Union Local 8 to which all three belong. Adolph has been a union member for 45 years, 41 of them as a member of Local 8. His eyes light up with interest and admiration when he talks about the progress and improvements his union has won in his lifetime.

"When I started out," he said, "we worked 12 and 14 hours a day for six, and sometimes seven, days a week. In this country, I started in 1914 working 10 hours a day, six days a week, then later we went to the 8-hour day, six days a week. Today we work a 7-hour day, 35 hours a week." Thinking less of himself and more of his young sons, Adolph adds, "It is easier now; I am so happy my boys won't have to work as hard as I did to make a living."

Brewing beer, despite the many new devices, machines and simplified processes, is very heavy work under extreme temperatures. "In the old days," says Adolph, "only a very strong and healthy man could



Above: Adolph discusses future plans with Local 8 Secretary John Hoh in the union hall. Next year Adolph will be able to retire on a union-negotiated pension plan which, with Social Security, will give him an income of \$210 monthly for the rest of his life.



Left: As he rounds out his busy life, Adolph continues to instruct the rising generation of workers which will some day produce other skilled brewmasters. Here he shows identification marks of kegs to apprentice Fred Kropf.

Right: An hour a day or so in the garden is routine for Adolph and his wife, Louisa, before they settle down for an evening with TV, their family and their neighbors.



Below: Ach! Der goot oldt days! Adolph and his buddies love to sit around a table of brew and reminisce about early brewery days, the changes made by time, machines, and their union; venturing guesses on what life will be like for a retiring man after so many years of heavy work.





After working hours, Adolph feeds the tropical fish which he and his son Carl raise jointly. The Boos' still live in the house in which they began married life, though it has been enlarged greatly as the years passed.

Right: Sons Carl and Adolph, Jr., join "Pop" in examining a sample of wort from a brewing kettle which cooks over 1,000 barrels at a time in the huge Rheingold Beer plant.



work a lifetime in this business and live to relax in his old age. And if a man was strong enough and healthy enough, what could he retire on? Nothing! No pensions, no welfare plans! Most of them had to work until they were too old to go on, and then they quit without any income to keep them alive."

Today, Adolph and his sons thank their union for the far-reaching medical and welfare protection they enjoy under union contract; they point with great satisfaction to the pension program won after an 82-day strike, in 1949, under which Adolph hopes to retire in a year or so.

"We figured it out the other day at the union," said Adolph. "When I'm ready to retire, in another year, Louisa and I will have an income of over \$200 a month from the industry pension and Social Security. We have our little house, and with this money we can live quietly and enjoy our old age."

The Boos home is a modest, neat frame house not far from the brewery. Adolph and Louisa practically built it themselves, many years ago, adding 3 bedrooms and a bathroom to the original four-room bungalow with which they started married life. After a hard day's work the old couple spend many hours in their backyard garden caring for the flow-

ers and vegetables they raise with infinite patience and care.

Adolph works hard, but knows how to rest and relax. The height of enjoyment is an evening at home with his family and friends; talking, eating and watching an occasional TV show. Often, his old buddies from the brewery drop in for a visit and chew over the "good old days." Everywhere throughout the house, there is evidence that Adolph and his son Carl, like all good union

men, want to know what's going on and to keep abreast of happenings in the labor movement; union newspapers, THE TEAMSTER, and other magazines are piled on shelves within easy reaching distance from the soft comfortable living room chairs.

There is nothing spectacular about the life of Adolph Boos; he is a good worker, a good union man, a good father and husband—and a good American. He is one of the million and a quarter members of the International Brotherhood of Teamsters.

He is the kind of member of which any union can be proud.



Lunch is spread at the tables in the locker room of the big New York brewery and "Pop" Boos and his co-workers open their lunches. In true tradition they drink their lunch beer from well-polished copper tankards; the same kind that have been used for years.

STEEL WAREHOUSING IN LOS ANGELES

BOOMING Los Angeles has many economic indicators to point up its growing industrial importance. One of these is the fact that Local 598, the General Warehousemen's local in Los Angeles, has some 600 members employed as warehousemen, all of whom are kept busy filling orders for steel from hundreds of Southland businesses, both large and small.

The accompanying photos, made in the Los Angeles warehouses of the Marwais Steel Company and the Earle M. Jorgensen Company, show that steel warehousing presents problems not encountered in the general warehousing business.

To serve up steel to a customer's specifications, a steel warehouse has to have many facilities not found in most warehouses. In Los Angeles steel warehouses, members of Local

598 handle these specialized jobs and in addition perform the general warehousing work of racking and packaging. Paul W. Blinco, Secretary-Treasurer of Local 598, organized the Jorgensen plant in 1940 and the Marwais plant in 1945. Relations with both firms have been excellent, and members enjoy good wages and working conditions.

The Earle M. Jorgensen warehouse is situated in an area that not too many years ago was a seat of Japanese truck farming operations. L. A.'s terrific industrial expansion since the war has brought many new businesses into the area.

The Marwais warehouse, a newer and smaller enterprise, also is located in an area that L. A. old-timers never thought would be used in their lifetimes.

In the U. S., about 20 per cent of

total steel production finds its way to the consumer through warehouses, and in the Western states the figure is closer to 25 per cent. Over a half million buyers are served by steel distributors, and only a tenth of these ever purchase a single pound from the mills.

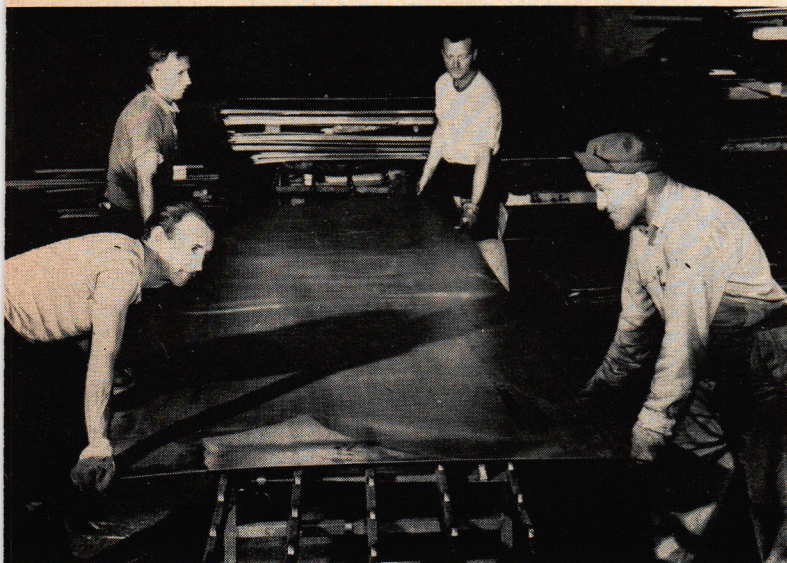


Louis Escobar puts tension strapping to a small-looking load of flat steel that actually weighs over two tons despite small size.

Right: In warehouse of the Earle M. Jorgensen Company, Los Angeles, Local 598 members Lester Hines (shop steward) and Jim Smith pull steel bars from racks.



Below: These Teamsters, employed at Marwais Steel Company, are sorting stock as it comes from the mill for gauge, size, and quality. From left to right are Charles Godoy, John Bokats, Thomas Britton and Joseph Liptak.



PRESIDENT BECK RAPS FALLON TAX MEASURE

BEFORE the Committee on Public Works of the House of Representatives closed its hearings on national highway legislation, it invited the International Brotherhood of Teamsters to submit views on the pending tax provisions. General President Dave Beck who served as a member of the President's Advisory Committee on a National Highway Program (Clay Committee) is in a particularly strategic position to express himself on this subject, having made an exhaustive study of the various aspects of the highway problem. President Beck submitted the following detailed statement on July 12:

The International Brotherhood of Teamsters has an historic interest in the development of the nation's highway program.

Because of that interest, I agreed to serve on the Clay Committee which brought in a report earlier this year outlining a program for road building which would have

given this nation adequate and modern highways. It was a good plan and a workable one, but it has been opposed because of its methods of financing.

This Committee is now considering a plan to finance a national highway program. The Brotherhood of Teamsters opposes this revenue plan because it is discriminatory; because it will injure permanently a key American industry, which employs one out of every seven Americans.

The tax bill which you are considering discriminates in two ways: first, within the trucking industry itself; and second, as between trucks and other highway users.

The revenue bill before you proposes three areas of taxation. I discuss each in turn.

One: An increase in gasoline and diesel oil tax.

The plan proposes an increase on diesel oil above and beyond the increase suggested for gasoline. There is neither equity nor justice in this

kind of discriminatory tax. Increased motor vehicular fuel taxes may be necessary to finance a highway program but we see no revenue purpose in the establishment of a punitive tax on the heavy-duty truck. Its only purpose can be that of eliminating the truck that competes with the railroad.

Two: Increased taxation on tires and tubes whose size exceeds 8:5x18.

Confining this tire tax increase only to large trucks is unjust, unfair. I call to your attention that the tax now in effect is based upon the weight of the tire. All trucks pay greater tax per vehicle, because of greater tire weight and greater number of tires per truck. To impose an additional burden discriminatory against the trucking industry at this time merely serves to increase unnecessarily transportation costs. And this at a time when the consumer is looking for lower transportation and distribution costs.

It is also suggested that a tax be put on old tire carcasses when they are retreaded. This is a form of double taxation. Its revenue cannot outweigh the principle of discrimination which it embodies.

Three: Excise tax on trucks be increased to equal the excise tax on automobiles.

The Teamsters agree to this and in so doing point to the consistency of our position. We ask for no discrimination in either direction in your tax proposals.

This Committee is now considering a tax bill of gigantic proportions. The plan intends to raise \$12-billion. Twelve hours of hearings have been assigned—roughly the equivalent of \$1-billion per hour. There is haste here, that may yield waste.

The waste we speak of is the waste that will occur in the injury of a great American industry. Your passage of this revenue bill may for all time hobble the opportunity of the trucking industry to compete.

Fairness and equality of treatment is all we ask. To discriminate against the American trucking industry is to do injury to the entire American economy. Next to agriculture, the trucking industry is America's largest industry.

American Trucking Associations has issued the following statement on the proposed Fallon Tax Bill:

"It is not difficult to fix much of the responsibility for the confusion now existing on financing the road program. It can be laid at the door of the railroads. Faced with an annual passenger train deficit amounting each year to between \$600 million and \$700 million, and due largely to the private passenger automobile, they have no real enthusiasm for any program making car operation safer, more economical and more convenient.

"They have intervened in the highway program attempting to promote punitive taxes on big trucks which will cripple truck competition with their own freight operations. They can't lose, with that approach, either way. If the highway program fails, automobiles, buses and trucks remain bogged down in traffic jams. If it passes and carries with it extortionate and punitive taxes on trucks, they are still satisfied because it will cripple an important competitor for the nation's freight. Congressmen have evidence of that on their desks in the form of a barrage of letters, wires and calls inspired by railroad interests and often indeed sent to their offices in railroad envelopes. No such railroad lobby has descended on Washington in the history of the Republic as that which is now operating in support of the "soak-the-truck" proposals. It is this wrecking crew which is mainly responsible for throwing the highway situation out of perspective."

Highways are needed and highways must be paid for. It is economic folly for this great nation to continue to bear the cost of inadequate roads in time, money, deaths, and accidents. But it is also economic folly to permanently cripple a key American industry.

• • •

Here was the legislative situation on July 20 when THE INTERNATIONAL TEAMSTER was being prepared for press:

This Fallon tax bill was in the Committee on Public Works of the U. S. House of Representatives. Shortly it was to go to the House Rules Committee for a place upon the House calendar. This Rules Committee was to determine two things. Just when the House would consider the matter and; second, the manner of consideration, such as the limitation of debate and amendments.

The bill as it was written in late July appeared to be departing from the normal taxation levies through permitting exemptions for certain groups. Among those benefitting from the exemptions were farmers and city bus companies. The exemptions, it seemed to Teamsters, appeared discriminatory. Farmers and transit companies, according to the measure, were to be free of any levies over those now prevailing.

One sign which may be encouraging had developed in the last few days.

As this is a revenue bill it must, as a matter of law, be originated in the House of Representatives.

Senator Harry F. Byrd of Virginia had announced in the public press that this tax act will decline the consideration of the Senate Finance Committee, of which he is chairman, no matter what action the House takes on this bill.

If public hearings are permitted in the Senate Finance Committee, perhaps the industry and your Union may have the opportunity to appear and give testimony on the discriminatory provisions of the present House version.

The members of the Senate Finance Committee who will hold these hearings if the plan of Senator

Your Stake in the Tax Fight

THE statement from General President Dave Beck on the proposed unjust and discriminatory taxation against the trucking industry should be read by every member of the International Brotherhood of Teamsters. This statement, based on the proceedings before the Committee on Public Works of the House of Representatives, points out the serious need for national legislative programs.

The Teamsters should have a national legislative program functioning at the state and national levels. The trucking industry likewise should have a well-coordinated national legislative program also operating at the state and national levels.

Our union and our employers have much in common. We must constantly fight against onerous and unjust legislation and regulation and steps which are in effect measures designed to confiscate property.

The railroads and others have been and continue to erect artificial barriers to the progress and advancement of our industry. This action is injurious not only to our industry and our members but to thousands and thousands of communities which have to depend on trucks for all the freight shipped out and all goods brought in to consumers.

In urging cooperation between the trucking industry and the Teamsters, we are not saying that this cooperation should include negotiation over wages, hours or working conditions. These matters are problems which should be settled at the bargaining table through the economic resources of the industry and the union.

But there is a vast and challenging frontier for action—joint action for mutual protection—at the state and national levels and this is a frontier which must be conquered if we as part of a great and growing industry are to survive and advance. We believe that the opponents of progressive trucking will, in their zeal to wreck the industry, draw the employers and the union closer together. We feel that the highway legislation marks a danger signal which should be a warning to all.

The International Brotherhood of Teamsters will immediately create a national legislative division and will establish the machinery of state legislative divisions in every state in the union and will perfect the pattern to correlate the work on a state and national level. We will shortly contact the employers to perfect a similar type of organization on a state and national level and devise ways and means of coordinating our activities in the preservation of the trucking industry. The American Trucking Associations, the Independent Advisory Committee to the Trucking Industry, private carriers and others and their associations as well as truck manufacturers and others who receive the patronage of the trucking industry in all of its ramifications will be contacted on a national state and city level to stop this commission of discrimination and the erection of artificial barriers to the trucking industry, common carrier and otherwise.

The time for action is NOW—both by the union and operators.

Byrd is approved are listed below.
Harry Flood Byrd, (Va.), *Chairman*
Walter F. George, (Ga.)
Robert S. Kerr, (Okla.)
J. Allen Frear, Jr., (Del.)
Russell B. Long, (La.)
George A. Smathers, (Fla.)
Lyndon B. Johnson, (Tex.)

Alben W. Barkley, (Ky.)
Eugene D. Millikin, (Colo.)
Edward Martin, (Pa.)
John J. Williams, (Del.)
Ralph E. Flanders, (Vt.)
George W. Malone, (Nev.)
Frank Carlson, (Kans.)
Wallace F. Bennett, (Utah)

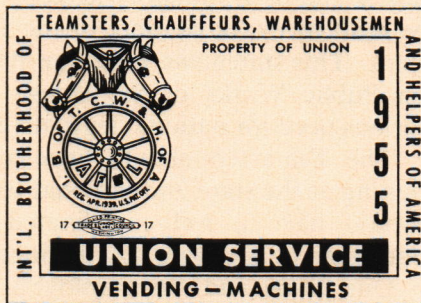
VENDING MACHINE LABEL WINS SUPPORT

A national program to enlist co-operation of all union people in recognizing Teamster-serviced vending machines is now under way under the direction of the National Miscellaneous Division. The new campaign was set in motion by Director William Griffin as one of his early efforts following transfer to the general offices to set up nationally an active operating division.

The vending machine service label (see cut) was designed for the division and is being used by all Miscellaneous locals and by mixed locals with members who service automatic vending machines.

DEMAND THE LABEL

"We are making a strong effort through our membership to see that our service members utilize the vending machine sticker. We are asking all union people to look for and to patronize those machines



This is the new vending machine label designed for miscellaneous and mixed locals.

which are union-serviced," Mr. Griffin said in explaining the new program.

One of the major efforts on the part of the division is that of enlisting the cooperation and assistance of other international unions. As a measure of aid, Griffin pointed out, the Amalgamated Meat Cutters & Butcher Workmen of North America is publishing an article

drawing attention to the vending machine label.

Griffin has pointed out that unions with machinists, maintenance personnel, etc. in plants and factory should be especially vigilant in seeing that machines are serviced by Teamster union members.

Copies of the vending machine label have been sent out to the union labor press throughout the country. In this endeavor the Teamsters have received cooperation from the Union Label Trades & Service Department of the American Federation of Labor.

The phrase "look for the label" is having special significance for union members these days as the organization drive in the vending machine and automatic merchandising industry increases in momentum.

In the current issue of the *Butcher Workman*, the official magazine of the Amalgamated, the officers called upon members to refuse to patronize automatic vending machines not bearing the Teamsters' label.

Top Teamster officials sought support of the Amalgamated in a Detroit meeting of the Teamsters and Butchers Joint Organizing Committee.

4-POINT PROGRAM

To carry out the Amalgamated's promise of support, President Earl W. Jimerson and Secretary-Treasurer Patrick E. Gorman urged shop stewards and other officers of locals to follow this 4-point program:

1. Check the automatic vending machines in your shop to see if they have a Teamster label.
2. If the machines do not bear the label, ask the Amalgamated members not to patronize the machines.
3. Notify the vending machine operator or the management of the shop that your members will not buy goods from the non-union machines.
4. Contact the local business representatives of the Teamsters Union and ask him to have an operator who is working under a signed contract with the Teamsters to place a machine in your shop.

Artist Depicts Coal Wagon Driver



General Secretary-Treasurer John F. English looks at a painting of himself as a coal wagon driver. The artist, Oscar A. Strobel, points to a detail as William Mullenholz, comptroller of the International Brotherhood of Teamsters, looks on.

WHAT'S NEW?

Flexible Application For Boom Wrecker

The standard double boom wrecker can now be converted to use on numerous types of commercial jobs with a new adjustable boom attachment from Tennessee. The unit adapts the wrecker boom for loading, unloading and installing of all kinds of building materials and industrial equipment, lifting of signs, girders, pipe, etc.

Quick Assembly Of Sliding Door

Quick assembly to make a strong, efficient unit is featured in a new sectional upward sliding door. Outstanding for its ease of opening, the door comes in sections, the number of sections depending on the height of the particular opening. Only 6½ inches of headroom are required for operation of the door which allows the truck or trailer to be backed up against the platform without the driver first opening the doors. Due to the flexibility of the panels, the unit will still open even if the load should shift against the door. This sliding truck door is available as optional equipment on new vehicles or for replacement purposes.

Visible Inspection With Hub Seal

A hub seal for trailer axles that permits visible inspection of the lubricant level is being produced by a Missouri firm. This inspection is made possible by a full-view plastic cap, offering the opportunity to adapt to trailer wheels the principle of sealing lubricants on the shaft. The manufacturers recommend use of hypoid or multipurpose lube SAE 90, 120 or 140 weight with the unit.

Power Source Operates Truck-Powered Tools

You can greatly increase the usefulness of a pick-up truck by installing a new rear power source to operate a new line of truck-powered tools. Adaptable to most light and medium-duty trucks, the rear power source is available in kit form and terminates in a standard spine.

Another unit designed for use with the

rear power source is a new light-weight post hole digger. Designed for simplified one-man digging and equipped with a slip clutch for extra operating safety, the digger is easily controlled by a built-in hand clutch. The ability to be angle-operated any place within a 4 by 8 foot area without respotting the truck is an added advantage, and the tool can quickly bore holes up to 40 inches in depth and 10 inches in diameter, either vertically or at a sharp angle.

Fully-Automatic Air Line Filter

A new fully-automatic air filter recently announced is a complete unit weighing 28 ounces and equipped with an automatic discharge to eliminate hand-draining. Operating efficiently on all air pressures from 20 to 175 pounds, the overall size of the air filters is 2½ x 3½ x 3¾ inches with ¼-inch pipe for inlet and outlet.

The filter operates in this manner. As the air flows through the unit, water and foreign substances with specific gravity greater than air collect in the main filter chamber of the unit. Upon the sudden stoppage of this air flow, an internal valve changes position. During this brief instant, the full line pressure purges through the opening at the bottom of the separator all collected water and foreign substances. This sequence is repeated

each time the air is released and stopped at the point of use.

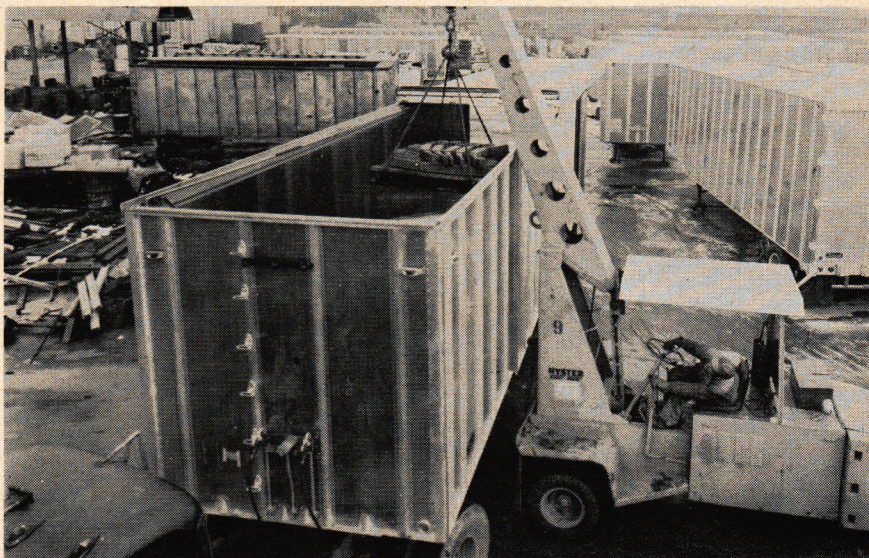
Tail-Gate Bumper For Pick-Up Trucks

A new heavy-duty tail-gate bumper designed for pick-up trucks has been announced by a manufacturer in Ohio. Furnished complete with side step-up platforms for easy loading and unloading, the specially designed bumper also features a recessed trailer hitch which allows the tail-gate to be dropped straight down. This tail-gate is protected from damage by ruggedly-constructed side bumperettes. And to reinforce the pick-up box when the tail-gate is down and to insure snug fit of the tail-gate at all times, the unit has heavy side braces.

45-Minute Installation Of New Power Brake

For all ½-, ¾- and 1-ton models, an Indiana manufacturer has just introduced a new power brake especially designed for Chevrolet, GMC, International Harvester, Dodge and Ford trucks. Featuring installation techniques incorporating pre-formed, pre-flared, all-steel tubing, the new power brakes are mounted "under the hood" and, according to the manufacturer, can be installed by a mechanic on any light truck in less than 45 minutes.

Trailer With Roll-Off Top



The top of this aluminum trailer can be rolled off in either direction in 90 seconds by means of a hand crank, making every part of the trailer accessible for loading by overhead means, such as a crane. At the same time the roof provides perfect protection from weather conditions. By rolling the roof off the front end, two-thirds of the trailer is exposed; rolling it off the rear clears the whole trailer for overhead loading or unloading. The trailer also has conventional rear doors. The rolling tracks for the roof are protected from damage during the loading operation by a top rail and the roof is completely watertight. Depending on size, the prices range from \$6,500 to \$10,000 and the 35-foot model, above, weighing 9,500 pounds, costs about \$9,000.

TEAMSTER TOPICS

Pemberton Helps Charity

Floyd J. Pemberton, recently honored in New York and Washington as "driver of the year," turned down a dinner in his honor in Detroit set for June 28 in order to give to charity.

The dinner was being given for Pemberton and his wife by the Trailmobile, Inc., firm in Cincinnati. The invitations had been mailed and plans were well under way when the truck driver wrote his employer, Commercial Carriers, Inc., President Ray Van Beckum, asking that the money for the dinner be given instead to charity, "because that way we can make a lot of people happy and do a lot of good too. We really think this would be a wonderful thing since I have already had more honors than one man deserves. I did not do anything any other driver wouldn't do, too."

The president of Trailmobile, Preston L. Huband, notified Pemberton that the company would be honored to donate the money to any charity the driver and his wife wished. They chose their church in Detroit and the Boy Scouts as benefactors in the \$500 award.

The company went ahead with plans to present Pemberton a new television set and a trophy, however.

In notifying guests that the dinner had been called off, the Trailmobile president said:

"Mr. Pemberton's declination of additional honors seems to indicate that a more modest, unassuming gentleman could not have been chosen as symbolic of the nation's trucking industry."

Local Regains Autonomy

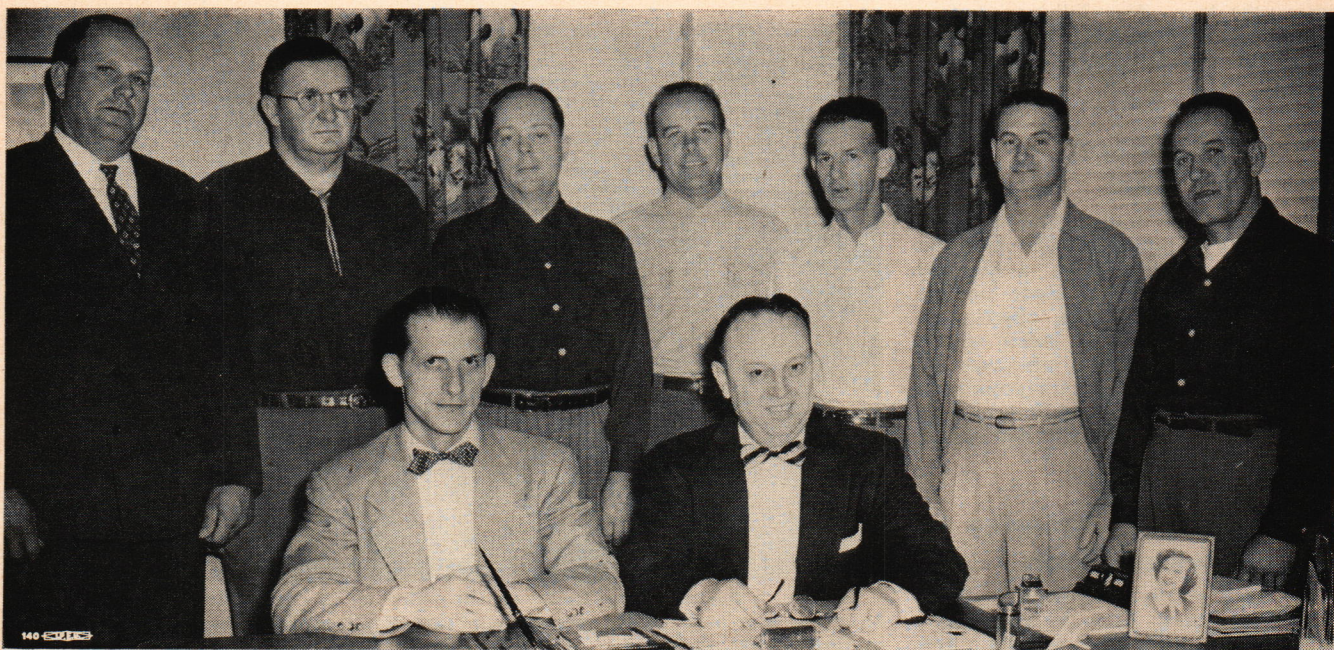
Local 610 of St. Louis, one of

several locals in the St. Louis Joint Council placed under trusteeship more than two years ago, was returned to self-government with the installation of officers June 21. The new officers are Jack Finerty, president; Charles Schulte, vice president; Pete Saffo, secretary-treasurer; Larry Michuda, recording secretary, and the following trustees: William Kniest, James Walsh and John Fuchs.

Teamsters Top Bowlers

Local 618 of St. Louis, after several years of entering the AFL Bowling League, came through with a championship team the past season. The team, composed of active rank and file members of the Automotive, Petroleum and Allied Industries Employees local, formally presented the handsome trophy they won to the local union.

Safe Driving Records at BB&I



BB&I Motor Freight, Inc., Bloomington, Ind., recently presented safe-driving awards to 110 drivers. Top honors went to five over-the-road and two city men. With a total of 98 safe years these seven Teamsters are from left standing: John Ritter (17 years), Wilburn Kern (17 years), Bert Fox (17 years), Robert Carlson (14 years), Wayne Harper (12 years), John Gill (11 years), and Floyd Bryant (10 years). Seated are Lawrence Hannum, safety director, and J. C. Birchler, president of BB&I. All are members of Local 694 except Carlson, a member of Local 144.

Members of the bowling group are Herbert Kloeppinger, captain, and Phillips 66 employee; Robert Lane, Phillips 66 warehouse worker; Harry Rynders, Al's 66 Service Station; Martin Benzen, Goodyear Tire and Rubber Store; Conrad Fischer, driver for Phillips 66, and George Eckert, Phillips 66 employee.

Wheelchair-Respirator

Local 745 members in Dallas have presented the city-county memorial hospital with a new wheelchair-respirator, the first of its kind in the Southwest.

The \$2,500 respirator works by means of air suction on a plastic chest mold. Power can be provided by electrical outlet or by batteries.

When the batteries are in use the respirator becomes mobile. It is much less cumbersome and much more comfortable than an iron lung whether the portable power supply is used or the normal source.

The gift was made to the Texas Society for Crippled Children which has its hospital near Parkland Hospital. Parkland cares for polio patients from a large area of Texas while the Children's Hospital receives patients from distances hundreds of miles away from Dallas.

New Local Chartered

Clyde C. Crosby, international representative for Oregon, has installed a new local union charter in Portland under authority of the International Union.

The new charter includes all Teamster members working under freight pick-up and delivery, freight over-the-road, petroleum, produce and dry-freight sleeper cab agreements. It will be known as Line Drivers, Local Pick-up and Delivery Local 81.

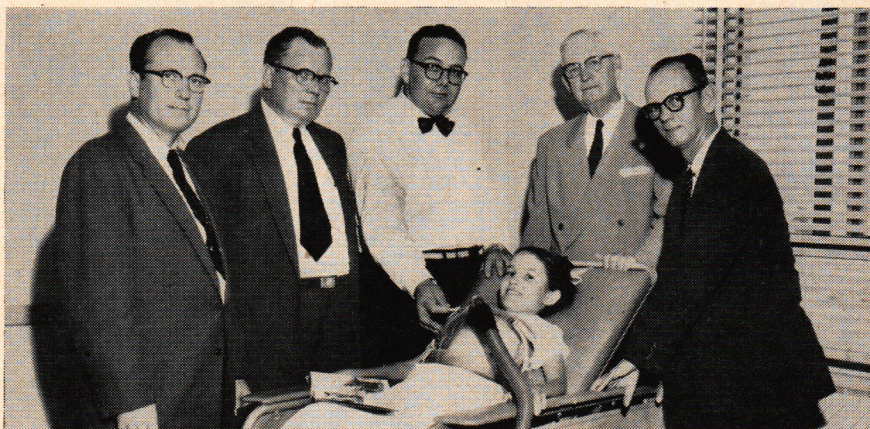
Officers for the local are Crosby, acting as International trustee; Bill McDermott, secretary; Edward Adams, president and business representative; Charles Rice, business representative; Joe Graber, vice president; Pat Kelley, recording secretary; and James Dawes, Dan Holgate and E. Anderson, trustees.

New Bowling Champs



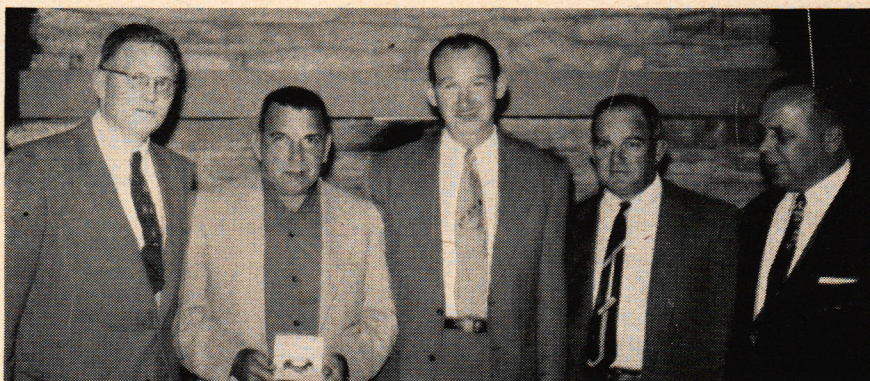
Art Moser, president of the AFL Bowling League at left, presents the handsome league trophy to the 1954-55 winners, Teamsters Local 618. Others from left are Edwin D. Dorsey, Local 618 secretary-treasurer; Ralph Vossmeier, business representative; Herb Kloeppinger, captain, and members Robert Lane, Harry Rynders, Martin Benzen and Conrad Fischer. The sixth member, George Eckert, could not be present for the picture.

Latest in Respirators



Teamster officials stand by proudly looking at the new respirator wheelchair Dallas Local 745 has just bought for the polio ward at the city-county memorial hospital. From left are W. L. Piland, Local 745 secretary-treasurer; James M. Lacy, president; Victor M. Farrell, administrative superintendent of Parkland Hospital; Harlan Powell, president of the Texas Society for Crippled Children, and C. M. Roseborough, business representative. The 12-year-old getting first use of the chair is pretty Wilma Jo Gilbert, a victim of the paralytic disease for four years.

Safety Award Winners



Award and steak dinners for safe driving records were recently presented to drivers for the National Container Corporation. Shown here from left are G. Knuck, plant manager, presenting watch to first place winner John Cole. Teamsters Estal Brown and Robert Lambert, tied for runnerup honors, received engraved lighters. At right is V. Urquhart, regional manager. The drivers are members of Richmond, Ind., Local 691.

LAUGH LOAD

Just Barely Alive

The dispatcher's office was covered with calendars and all of them were of females in their birthday suits. The office manager told him to clean up the place and take down his pictures. "How come you're so interested in the nude, anyway?" he asked.

"Oh, I don't know," replied the dispatcher. "I guess it's because I was born that way."

★

Turnabout

Joe: "I don't see you with Marge any more. Did her father come between you?"

Jeb: "He didn't come between us, but he certainly came after me."

★

Pretty Tight

"Say, is it true that Old Flint's a miser?"

"Sure 'tis. Stops his clock every night to save wear and tear on it."

★

Practical Dad

Daughter—"I know we should have been home from the dance earlier, Dad, but Bob knew some new steps."

Father—"Well, you don't have to sit on them till 3 in the morning."

★

Did His Best

Hubby: "When anything goes wrong around our house, I just get busy and fix it."

Wife: "Oh, yeah! Since you fixed the clock the cuckoo backs out and asks, 'What time it is?'"

★

Dense, All Right

Lecturer: "It is gratifying to see such a dense crowd in the auditorium."

Bystander: "What nerve! Does he think we're all nitwits?"

★

Shorn Lamb

"Does your wife play pinochle for money?"

"No, but the people she plays with do."

★

King Size

Little Jimmy raced to the camera shop and breathlessly stated, "I heard you enlarge photographs to life size. Is that true?"

"Sure," said the clerk, "What's on your mind?"

"Gee," exclaimed Jimmy, "here's a shot of the Empire State Building. I'll wait."

★

Independent Driver

The over-the-road driver was discovered early in the morning asleep in his cab. "Why didn't you ring the bell and you would have been given a bed? Didn't you see the sign?" he asked, pointing to a sign which read: "Ring Bell for the Attendant."

"Sure I saw the sign," replied the tough driver. "I figure the attendant can ring the bell for himself!"

★

After Taxes

Hilda, the cook, was given a steak to prepare for the evening meal. "Hmpf," she sniffed, "this won't go far in this family." At dinner, when the steak was served, it seemed considerably shrunken, and there was not enough for everyone. "What happened to the steak?" Hilda was asked. "I said there wasn't enough,"

she replied. "Why, as a matter of fact, I'm still hungry."

★

High Overhead

Roomer: "I don't see why you should raise my rent when I live on the top floor and have to climb all those stairs."

Landlady: "You evidently haven't considered the wear and tear on the carpets."

★

Thanks, But—

A diabetic, taken with a seizure, dropped unconscious in the street and an ambulance was summoned. In the patient's wallet was found a note which said, "Kindly note that I have diabetes. I am not an alcoholic and I do not have appendicitis. The police have already been annoyed with my case on several occasions, and my appendix has been removed several times."

★

Suspense

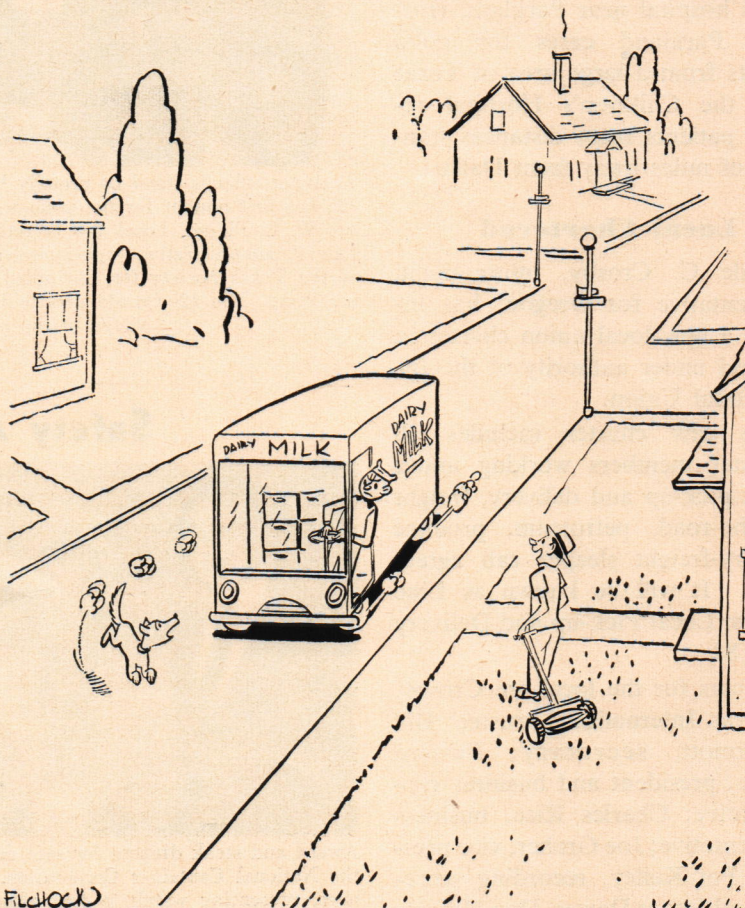
First inmate: I wrote myself a letter today.

Second inmate: Nonsense, you can't do that.

First: Certainly I can.

Second: Well then, what did you say?

First: I don't know. I won't get the letter until tomorrow.



FLUCKO

"He only chases milk trucks. A few years ago Shep used to herd cows on a dairy farm!"

FIFTY YEARS AGO in our Magazine

(From Teamsters' Magazine, July, 1905)

FARM HAND SCARCITY

There was much concern throughout the country because craftsmen were walking the streets in search of employment and all the while farmers were having to let their crops rot in the fields for lack of hands to harvest them.

An article from the "Chicago Chronicle" blamed the lack of farm workers on conditions caused by land speculators—men who took over large grants of government land and operated these farms and ranches as feudal estates, giving the hired hand little chance of ever acquiring his own farm.

"Twenty-five years ago, or even a decade ago, it was within the power of almost any strong, industrious agricultural laborer to acquire a farm of his own within a relatively short time. Good, tillable government land was still to be had and farms could be had of private owners at low prices and on easy terms. The hired man of one year was the landed proprietor of the next. He had every inducement to stick to the soil because it offered him the hope of speedy independence," the paper stated.

INSIST ON THE LABEL

"You are an employer. You indirectly employ the men who make your shoes and hats and clothing," the August, 1905 "Teamster" reminded its readers.

"If you insist on the label you then are employing union men. If you take the product without the label you are employing "scab" labor.



"Unless union men call for the label the business men will not go to the trouble of keeping union goods. They will not believe that you have any interest in unionism. The union idea will fall into disrepute with the public. Always call for the label whether it is possible to get it or not. It advertises unionism."

WHAT'S GOOD FOR GM?

A rollicking little poem entitled "Standard Oil John" was reprinted from the "Baltimore Sun." It makes a lot of sense 50 years later.

Ten million laborers sweat and toil,
Increasing my wealth and fame,
With wages small, but I tell them all
Our interest is all the same.
Their labor leaders repeat my words,
And politics hold at bay,
Which pleases me, as I like to see
Them vote in the good old way.
For some stand pat for the Democrat,
And some for the G.O.P.,
But both will use the riot gun
Whenever it pleases me.
They split their forces in the great sham
fight,
And strike for an eight-hour day;
To whichever wins of my faithful twins,
I "boodle" just the same.
They cast their vote for a 12-hour boss
And strike for an eight-hour day;
Which cheers me so that I overflow
With mirth and reduce their pay.
They strike like men, but they vote like
seals
And land in the big bull pen;
Hence I laugh "Ha! Ha!" but my interests
are
The same as the working men.

NEW-FANGLED MACHINE

The papers of the day carried stories of a promising new invention which would make it possible for a person to vote without others knowing how his ballot was cast.

The "Buffalo Evening News" put it this way:

"A new voting machine has been invented and is on exhibition at the State House in Trenton (N. J.). It is absolutely impossible for persons on the outside to tell how the voter votes. In the good old times, before voting machines, it was often impossible for the voters themselves to tell how they had voted. Even the official count wouldn't show it."

THINGS TO COME

The miscellaneous page of the "Teamster" carried one short paragraph that was anything but shortsighted. Likely the author had no idea it would take more than 50 years to accomplish his dream, but here is the paragraph in its entirety:

"The time is fast approaching when all unions will stand together as one body; in fact they will have to do this if they want to stand at all. In this respect a valuable lesson may be learned from the employers who seem to have put the un-

ion maxim in operation. In union there is strength; the injury of one is the concern of all."

ABOUT THAT GOSSIPING

Gossip was a problem in 1905, in case you are wondering. Here is what a short article said about the subject:

Gossip is a humming bird with eagle wings and a voice like a foghorn. It can be heard from Dan to Beersheba and has caused more trouble than all the ticks, fleas, mosquitoes, coyotes, grasshoppers, chinch bugs, rattlesnakes, sharks, sore



toes, cyclones, earthquakes, blizzards, smallpox, yellow fever, gout and indigestion that this great United States has known or will know when the universe shuts up shop and begins the final invoice. In other words, it has got war and hell both backed up in the corner yelling for ice water."

AND HE WAS SOBER

There was a story about the "do-it-yourself" craze in the magazine which is not altogether untimely today. It seems a builder bought a piece of land and decided to build a home there-on in New York City.

The thrifty homeowner-to-be decided to get by without paying a surveyor's fee since he had plenty of land on all sides of the modest house and couldn't possibly encroach upon another's land.

After the man got the house pretty well constructed he found that finishing up would require some extra money, so betook himself to the local bank to get a loan on the property. The bank sent out a surveyor who very quickly notified the homeowner he had built on the wrong property. "Right block, but wrong side of street," was the verdict.

Fortunately the builder got the landholder to exchange property with him, paying "a bonus for the privilege."



**"No, I won't carry it —
Have it delivered, please!"**

